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No. 106 APRIL, 1963

Published first Thursday of the month

Price Fourpence

Second Guided-Missile Destroyer for the Fleet

PRINCESS MARGARET AT COMMISSIONING OF HAMPSHIRE

HR.H. Princess Margaret, accompanied by the Earl of Snowdon, attended the commissioning ceremony of H.M.S. Hampshire at the shipyard of John Brown & Co. (Clydebank), Ltd., at Clydebank on March 15. The religious ceremony was conducted by the Chaplain of the ship, the Rev. J. A. R. Marks, M.A., R.N., assisted by the Church of Scotland and Free Churches Chaplain to the Flag Officer Scotland, the Rev. A. Scott Currie, M.A., R.N.

Vice-Admiral Sir Michael Villiers, K.C.B., O.B.E., Fourth Sea Lord, represented the Board of Admiralty. Vice-Admiral A. R. Herlet, C.B.E., D.S.O., D.S.C., Flag Officer Scotland and Northern Ireland and the directors of John Brown and Co. (Clydebank), Ltd., were present.

The new guided-missile destroyer (Capt. R. White, C.B.E., R.N.) was launched by Princess Margaret on March 16, 1961. H.M.S. Hampshire arrived at Portsmouth on March 25. In his speech Capt. White said: "Clydebank should take a particular pride in Hampshire because the workmanship and finish are of a magnificent standard. The sea trials have proved her to be an outstanding ship. All concerned with her should have a feeling of satisfaction and pride of achievement."

SIX IN CLASS

The Hampshire is the second ship of the class to complete. The first, H.M.S. Devonshire, commissioned in November, 1962, and four more, Kent, London, Fife and Glamorgan, are at present under construction.

Of about 6,000 tons (full load) displacement, the new destroyer is 520 feet long with a beam of 54 feet. The "County" class super destroyers are the first vessels of their size to have COSAG (combined steam and gas turbine) propulsion machinery. Two propeller shafts are driven by two sets of steam turbines and four gas turbines. Full power can be developed from cold within a few minutes, enabling

a destroyer lying in harbour without steam to get under way instantly in an emergency.

GUIDED MISSILES

H.M.S. Hampshire is equipped with Seaslug and Seacat guided missiles. Seaslug missiles—medium range surface-to-air—are fired from a twin launcher on the quarterdeck. Seacat missiles—close range surface-to-air—are fired from two quadruple launchers, one on either side of the helicopter hangar. Two twin radar-controlled 4.5-inch turrets are fitted forward. A Wessex helicopter carrying submarine detection gear and anti-submarine homing torpedoes will operate from a flight deck towards the stern.

Destined to combat nuclear warfare, the Hampshire can be operated from within a central citadel, where the ship's company will be safe from radiation fall-out. A "pre-wetting" spraying system covers the whole of the superstructure and weather decks to provide protection and cleansing facilities during and after atomic fallout.

Labour-saving devices are employed whenever possible, deck-scrubbing machines, floor polishers, automatic potato peelers, washing-up machines, stainless steel fittings and enclosed wiring make for greater efficiency and cleanliness.

AIR-CONDITIONED

All accommodation spaces are air-conditioned. Petty officers and ratings have three-tier bunks fitted with interior spring mattresses, the lower bunks lifting upwards to provide settee accommodation. All officers have single cabins. Messing arrangements for all crew members are by the cafeteria system, with separate dining-rooms for petty officers, senior ratings and junior ratings. All messes are wired for television and sound reproduction equipment.

This new destroyer, which has the fire power and range of a conventional cruiser, is intended for escort duties to a task group and offensive operations as part of a task unit in support of land forces.

FIFTH OF NAME

The present ship is the fifth to bear the name. The first, built at Deptford in 1653, was sunk, after 44 years' service, in action against the French while in charge of a convoy off Newfoundland. The second ship was with the Navy from 1698 to 1759 and saw much service in the Baltic before being broken up at Portsmouth.

The third Hampshire was launched in 1741 and was broken up at Sheerness in 1766. The fourth, a twin-screw cruiser of 10,850 tons, was launched in 1903 by Armstrong Whitworth at Elswick. In June, 1916, she was sunk by a mine while conveying Lord Kitchener to North Russia.



The "County" class guided-missile destroyer, H.M.S. Hampshire, commissioned on March 15 in the presence of HR.H. Princess Margaret, at the shipyard of John Brown & Co. (Clydebank) Ltd.

END OF A CHAPTER

THE Board of Admiralty, under the First Lord, the Rt. Hon. Lord Carrington, P.C., K.C.M.G., M.C., was dined by the Director-General of Navy Works, Mr. W. G. Harris, M.A., and members of his department in the Painted Hall of the Royal Naval College, Greenwich, on March 29, almost in sight of the place where Sir Samuel Bentham, who became the first Inspector-General of Navy Works in 1796, commenced his training.

Also present at this farewell function was the Minister of Public Building and Works, the Rt. Hon. Geoffrey Rippon, M.P., whose department took over the functions of the Navy Works Department on April 1.

Naval history has thereby turned full circle, and a chapter of it ended on the south bank of the Thames, where it began two centuries ago, for it was there in the 1760's that Samuel Bentham, a young shipwright, lived while he learned the rudiments of his trade in the old naval dockyard at Woolwich.

Among responsibilities with which Sir Samuel Bentham was charged, for a salary of £750 a year, were improvements "in relation to the docks, ships, basins, buildings and other articles appertaining to His Majesty's Naval Establishments."

The work of Navy Works Department extended to all parts of the world and included the building of dockyards at home and overseas, docks and barracks, roads and railways, wharves, jetties and breakwaters, armament, oil and other storage depots, airfields and factories, tele-communication centres and research establishments.

VISITORS TO PORTLAND

VISITORS to the R.N. Air Station, Portland, during April include the Fifth Sea Lord, Vice-Admiral F. H. E. Hopkins, on the 5th, the Commander-in-Chief, Home Fleet, Admiral Sir Charles Madden, Bt., on April 9/10 and the Flag Officer Flying Training, Rear-Admiral P. D. Gick, presents wings and certificates to No. 64 A/S O.F.S. Course on April 11.

H.M.S. LEANDER COMMISSIONED

HM.S. Leander, first of the Leander class general purpose frigates, of which 13 are to be built, commissioned for service on March 27 at the Belfast shipyard of Messrs. Harland & Wolff Ltd.

The Leanders have the same hull and substantially the same steam turbine machinery as the Whitsby class, but will be a revised and advanced design and will fulfil a composite anti-submarine, anti-craft and air direction role.

First General Manager for Portsmouth 'Yard

AS stated in the White Paper on Defence, 1963, the reorganisation of the Royal Dockyards is making progress. The reorganisation of Chatham Dockyard is almost completed and that of Rosyth Dockyard on the same pattern is now well under way, and should be completed in 1965.

The White Paper went on to say that "the next stage would be started in Portsmouth Dockyard to which the General Manager will be appointed in the autumn of this year." The present Manager of the En-

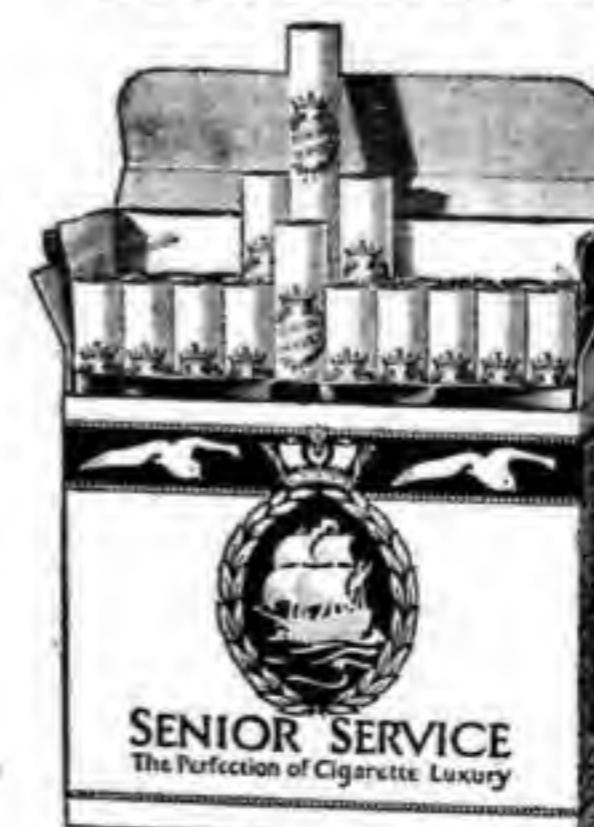
gineering Department, Capt. D. P. Sparham, R.N., has been relieved of his present duties and has joined the staff of the Admiral Superintendent. After various courses he becomes General Manager (Designate) of the Portsmouth Dockyard on September 1 next.

NO EASY TASK

In the very large Dockyards at Portsmouth and Devonport, it will not be an easy task to carry out major changes in managerial organisation while at the same time maintaining the full production output, and it will be part of the new General Manager's task to see that the reorganisation is carried out smoothly.

"The speed of progress will necessarily depend on the provision and training of the professional staffs, who will be responsible for working the new systems," says the Statement on Defence.

BRITAIN'S OUTSTANDING CIGARETTE



'NAVY NEWS' TO COST MORE

IT is with considerable regret that it is necessary to announce the increase in the price of "Navy News," but rising costs generally and in particular postage and parcels costs ("Navy News" bears the cost of all parcels sent to ships, establishments and Royal Naval Association branches at home and abroad) make an increase inevitable.

The price of "Navy News" was raised from 3d. to 4d. in April, 1957, and although the cost of every publication has risen since that date, some more than once, stringent efforts have been made to keep the price of "Navy News" at 4d.

It is felt, and letters to the Editor bear this out, that "Navy News" is good value and it is hoped that readers will still feel that they are getting their money's worth.

As from the May issue the price per copy will be 6d., by post 10d. The annual subscription rate, including postage, will be 10s. Subscriptions now in force will not be affected until they become due for renewal. All subscriptions entered into before May 1, 1964, will be honoured at the 8s. per annum rate.

4 Rochester

Helicopter squadron gains Navy's Premier Flying Award

THE Boyd Trophy, named after Admiral Sir Denis Boyd, who was Captain of H.M.S. Illustrious at the time of the Fleet Air Arm attack on Taranto, which is awarded annually for the most notable achievement by a Fleet Air Arm unit, was presented to No. 815 Naval Air Squadron on board H.M.S. Ark Royal at Devonport on March 18 by the Flag Officer Air (Home) Vice-Admiral Sir John Hamilton, K.B.E., C.B.E.

Commanded by Lt. Cdr. J. R. T. Blaett, R.N., the squadron has pioneered techniques of all-weather and night anti-submarine helicopter operations. The citation refers to the outstanding record of the squadron, the first front-line unit equipped with the Wessex H.A.S. helicopter, in the face of many difficulties while embarked in the aircraft carrier Ark Royal last year. The citation goes on to state that the squadron gave invaluable experience to ships in controlling helicopters by day and night and has formulated operating doctrines which will have important effects on the conduct of anti-submarine warfare throughout the Navy.

In addition, the squadron has proved the role of the Wessex helicopter in search and rescue at night. The crew of a Sea Vixen aircraft from Ark Royal was rescued in darkness by 815 squadron.

Vice-Admiral Hamilton says in the citation "The enthusiasm, determination and initiative are reflected in its splendid achievements

in a very exacting role and in its excellent standards of maintenance". No. 815 Squadron was commissioned as a Wessex unit in July, 1961, by Lt. Cdr. (now Cdr.) A. L. L. Skinner, R.N., who was its Commanding Officer until October of last year.

The squadron was first embarked in Ark Royal in November, 1961, and is still in the ship, where it has become known as the "arping party" as a result of the harps painted on the side of its aircraft. The harps mark the long association of the squadron with Northern Ireland, the Barracudas, Fireflies, Avengers and Gannets, with which it was earlier equipped, having operated from the R.N. airfield at Eglington, near Londonderry.

BEDOUIN REUNION SUGGESTED

SIR.—Twenty-one years ago on June 15, H.M.S. Bedouin was sunk whilst escorting a convoy to Malta.

I would appreciate your help through the columns of "Navy News" in regaining touch with any of those who sailed in her.

It is hoped to arrange a reunion at some later date, and I would welcome news of, and the views of, any "old ships" who still survive, or indeed, of the next-of-kin of those who do not.—Yours etc., BRYAN CLOWES, Ch. Elect. R.N.R., ex R.N., 10 Craignish Ave., Norbury, London SW.16.

DRAFTING FORECAST (cont'd)

(Continued from page 2, column 5)

H.M.S. Zulu (G.P. Frigate), December (may be delayed), at Glasgow, for Home Sea Service. Commissions for General Service Commission, February, 1964 (may be delayed), Middle East/Home, 9th Frigate Squadron, U.K. Base Port, Rosyth.

H.M.S. Cook (Surveying Ship), December (under consideration). Place of commissioning under consideration. For Foreign Service (Far East Pacific) (A).

H.M.S. Eagle (Carrier), early January, at Devonport, for trials. General Service Commission, Home/East of Suez, early June, 1964. U.K. Base Port, Devonport.

H.M.S. Striker (L.S.T.) and No. 3 Assault Sq., January 14, at Bahrain, for Foreign Service (Middle East). Amphibious Warfare Squadron (B).

H.M.S. Cavalier (Destroyer), January 16, at Chatham. Increase from C. & M. party to L.R.P. complement.

H.M.S. Brighton (A/S Frigate), January, at Portsmouth. General Service Commission, East of Suez/Home, 25th Escort Squadron, U.K. Base Port, Portsmouth.

H.M.S. Cavendish (Destroyer), January, at Rosyth, for General Service Commission, East of Suez/Home, 25th Escort Squadron, U.K. Base Port, Rosyth.

H.M.S. Falmouth (A/S Frigate), January, at Devonport, for General Service Commission, East of Suez/Home, 25th Escort Squadron, U.K. Base Port, Devonport.

H.M.S. Aisne (A/D Conversion), January, at Portsmouth, for General Service Commission, East of Suez/Home, 25th Escort Squadron, U.K. Base Port, Portsmouth.

H.M.S. Coruna (A/D Conversion), January, at Rosyth, for General Service Commission, Med/Home, 21st Escort Squadron, U.K. Base Port, Portsmouth.

H.M.S. Palliser (A/S Frigate), January, at Rosyth. L.R.P. complement.

H.M.S. Aurora (A/S Frigate), January, at Clydebank, for Home Sea Service. 2nd Frigate Squadron, U.K. Base Port, Portsmouth (C).

H.M.S. Ulster (A/S Frigate), January, at Devonport. Increase from C. & M. party to L.R.P. complement.

H.M.S. Scarborough (A/S Frigate), February 13, at Portsmouth, for trials. Home Sea Service Commission, April 21, 1964. 17th Frigate Squadron, U.K. Base Port, Devonport.

H.M.S. Dainty (Destroyer), February 27, at Portsmouth, for trials. (To Reserve on completion of long refit.)

H.M.S. Whirlwind (A/S Frigate), February, at Chatham, for General Service Commission, W. Indies/Home, 8th Frigate Squadron, U.K. Base Port, Portsmouth (C).

H.M.S. Carysfort (Destroyer), February, at Gibraltar, for trials. Foreign Service Commission (Far East), early May, 1964. 24th Escort Squadron (A).

H.M.S. Ashanti (G.P. Frigate), February (under consideration), at Devonport. General Service Commission, Home/Middle East, 9th Frigate Squadron, U.K. Base Port, Devonport (B).

Caron to go into Reserve

H.M.S. Caron, the destroyer specially fitted for navigational training and which for several years has been employed as a training ship for H.M.S. Dryad, paid off on March 29 and is to go into the reserve.

It is unlikely that she will ever again be used by the Royal Navy.

It has been a spectacular move in the membership of the London Branch of the Royal Naval Association. Last September the members dropped to three, but the officials are working hard and now the membership has risen and showed signs of a further

Christmas party the children were taken to Manchester's Belle Vue Circus and to the Zoo and Pleasure Gardens, followed, of course, by a bumper meal.

Royal Naval men on leave in the Burnley district, as well as shipmates from other branches, are offered a warm welcome should they care to visit the club on the first and third Thursdays of each month.

S.O.C.A. news

THE dedication of the new Standard of the London Branch of the Submariners' Old Comrades' Association will take place at Southwark Cathedral on Sunday, May 5, at 4.20 p.m.

Mr. W. Sadler, 18, Rainham Road, Chatham, Kent, the secretary of the Medway Towns S.O.C.A., is anxious to trace any surviving submariners

Continued in col. 3

who still know who they are.

He would like his own club, but wonders whether one can be formed. The Submariners' Association, as well as the Royal Naval Association could not be obtained.

"He says, "we worked together amicably during our days." This seems the answer to the problems which have accom-

SHIPS OF THE ROYAL NAVY

H.M.S. Barrosa

No. 89



H.M.S. Barrosa, one of four later "Battle" class destroyers converted into fleet radar pickets (aircraft direction destroyers) and now known as "Battle class A.D. conversions," was laid down in December, 1943, at the Clydebank yard of John Brown and Co. Ltd., launched on January 17, 1945, and completed on February 14, 1947. The conversion was completed in 1962.

Of 3,430 tons (full load) displacement, Barrosa is 379 feet in length (overall) with a beam of 40 feet. She has four 4.5-inch guns in two twin turrets forward and is fitted with the Seacat launcher system. The ship also has a Squid triple-barrelled depth-chARGE mortar for A/S work. Peace-time complement is from 232 to 268.

Easily identifiable by the "double bedstead" radar on the forecastle, the "Battle class A.D. conversions" have an operations room which is one of the most complicated and compact ever contrived in destroyers.

Other A.D. conversions are Agincourt, Aisne and Corunna.

H.M.S. EUROPA

SIR.—The Editor of "Marine News" has passed on to me your inquiry respecting the fate of the protected cruiser Europa.

My records show that she was ordered to be sold at Malta on February 24, 1920. She was purchased on September 15, 1920, for £22,000 by Giulio Frad Eletto, Soc. Anon di Construzioni ed Imprese Navali Andora of Genoa, where she was broken up. At that time, there were Press reports of plans to convert her into an emigrant steamer, but quite unexpectedly nothing more was heard of them. Yours etc., R. H. GIBSON, Grasmere, Westmorland.

NAVY SHIP PICKS UP CUBAN EXILES

H.M.S. London (cruiser) sailed hurriedly from Bermuda on March 30 and on Sunday, March 31, intercepted a party of Cuban exiles, said to be raiders in the Exuma group of islands in the Eastern Bahamas.

Police from Nassau were sent to the ship by air to take charge of the detained men.

SHIPS OF THE ROYAL NAVY

POSTCARD photographs of the following H.M. Ships may be obtained from the Editor, "Navy News," R.N. Barracks, Portsmouth, price 6d. each, which includes postage.

Theseus, Bulwark, Ocean, Eagle, Centaur, Glasgow, Kenya, Newcastle, Albion, Ark Royal, Loch Killisport, Diana, Taciturn, Daring, Chevron, Zest, Vanguard, Murray, Cumberland, Scorpion, Liverpool, Apollo, Lynx, Salisbury, Sheffield, Gurdle Ness, Maidstone, Newfoundland, Warrior, Britannia, Bermuda, Victorious, Corunna, Alamein, Vigo, Tyne, Jutland, Talent, Palliser, Explorer, Porpoise, Redpole, Gambia, Tiger, Russell, Dainty, Protector, Undine, Defender, Dartington, Carron, Whitby, Eastborne, Torquay, Mount Bay, Belfast, Hermes, Aranada, Yarmouth, Lion, Hartland Point, Leopard, Token, Chichester, Echo, Loch Fada, Teaby, Puma, Blake, Excalibur, Troubridge, Rhyl, Camperdown, Oberon, Cachetot, Blackpool, Berwick, Diamond, Acheron, Layburn, Scarborough, Sea Lion, Falmouth, Ashanti, Broadwood, R.F.A. Tidesurge, Striker and Plymouth.

Nubian ends helicopter trials

OFF TO MIDDLE EAST

FOLLOWING the recent successful rolling platform trials of the new Wasp Helicopter at R.A.E., Bedford, H.M.S. Nubian (Capt. I. W. Jamieson, D.S.C., R.N.) has been in the Portland area carrying out follow-up trials at sea with the helicopter.

During the week, over 200 deck landings by day and by night were achieved in varying wind and sea conditions. During the period, the helicopter remained on board for servicing in the ship's hangar. In due course, Wasp helicopters will be carried in Tribal and Leander class frigates.

Prior to these helicopter trials, the Portsmouth yard-built frigate, H.M.S. Nubian, had completed a seven weeks'

work-up in wintry conditions at Portland culminating in a four-day exercise period with other ships. She is the first Tribal class frigate to complete a full work-up.

IMPORTANT VISITORS

Many visitors to H.M.S. Nubian in the past weeks during the exercise and trials period have included Vice-Admiral F. R. Twiss, C.B., D.S.C., Flag Officer, Flotillas, Home, Rear-Admiral H. R. Law, O.B.E., D.S.C., Flag Officer Sea Training and Flag Officer, Submarines (Designate), Rear-Admiral P. D. Gick, O.B.E., D.S.C., Flag Officer Flying Training, and Rear-Admiral D. A. Williams, D.S.C., Director-General Aircraft.

Nubian is now in Portsmouth to store and give leave to her ship's company before sailing for the Middle East in early April.

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NEPTUNE'S SCRAPBOOK



Admiral Sir Alexander Bingley, G.C.B., O.B.E., was placed on the Retired List to date March 8.

Vice-Admiral Sir Varyl Begg, K.C.B., D.S.O., D.S.C., was promoted to Admiral to date March 8.

Vice-Admiral Sir Nicholas Copeman, K.B.E., C.B., D.S.C., was placed on the Retired List to date March 15.

Rear-Admiral G. D. A. Gregory, C.B., D.S.O. and Bar, was promoted to Vice-Admiral to date March 8.

Rear-Admiral A. B. Cole, C.B., D.S.C., was promoted to Vice-Admiral to date March 15.

Capt. D. G. Clutterbuck, R.N., is to be promoted to Rear-Admiral to date July 8.

Capt. H. G. H. Tracy, D.S.C., R.N., is to be promoted to Rear-Admiral to date July 8 and to be Director of Marine Engineering, in succession to Rear-Admiral R. S. Hawkins, C.B., the appointment to take effect in September next.

The Reverend R. W. Richardson, M.A., R.N., has been appointed an Honorary Chaplain to the Queen with effect from March 15, in succession to the Venerable Archdeacon J. Armstrong, C.B., O.B.E., Th.L., R.N.

Naval officers who, in the war, served on the Western Italian Coast are to have two Reunions this year. The first, the Annual Reunion, will take place on Friday, April 19. The second, a Dinner at the House of Commons, to celebrate the 20th Anniversary of the landings in Sicily and at Salerno, will be held on October 4. Officers who are eligible to attend either of these functions and have not yet been contacted, should write to Alec H. Smith, Glen Doone, Church Road, Whyteleafe, Surrey.

H.M.S. Adamant, wearing the flag of the Flag Officer Flotillas (Home), Vice-Admiral F. R. Twiss, C.B., D.S.C., together with the frigates Berwick,

Advancements

CONFIRMATION has been received that the following have been advanced in the Chief Petty Officer or Chief Artificer rate:

To Chief Petty Officer
JX 766000 V. P. Connor JX 196600 T. Carnahan JX 151750 E. G. Davis JX 422856 P. Bird JX 292613 T. G. Christie JX 581673 G. A. Jefferis JX 158014 G. Taylor JX 198251 D. M. Gonnelly JX 581449 A. L. Jackson JX 760000 J. Lunan JX 849473 D. R. W. Richmond JX 246136 G. W. Hudson JX 581260 D. W. Collins JX 760196 K. Roberts JX 600994 D. A. Heaver JX 166411 J. H. Winter JX 159280 H. Walker JX 163754 G. Sims JX 910066 W. C. Stroud JX 581228 J. P. Wilson JX 581880 B. Ralphs JX 581729 W. J. T. Shugart

To Master-at-Arms
MX 729861 J. Morgan

To Chief Petty Officer Writer
MX 835053 D. W. Holmes, MX 834801 T. D. Brown

To Stores Chief Petty Officer (W)
MX 914506 G. J. Osborne

To Stores Chief Petty Officer (S)
MX 670962 I. Lewisham

To Chief Petty Officer Cook (S)
MX 861457 R. H. R. Read

To Chief Petty Officer Steward
JX 740812 A. H. Sutherland

To Chief Petty Officer Cook (O)
MX 821331 P. Paquin

To Chief Petty Officer Electrician
MX 834665 R. J. Kenning, MX 795009 A. E. Merritt, MX 818074 L. A. Hawe, MX 795014 J. A. Hallsworth, MX 795257 W. T. Pope, MX 861145 A. Howard

To Chief Petty Officer Radio Electrician
MX 906206 J. Pearce, MX 897252 W. G. Williams, MX 895621 A. Gunn

To Acting Chief Engine Room Artificer
MX 89151 F. B. Hitchcock, MX 802227 B. W. Brauer, MX 842628 B. H. Williams, MX 878229 J. S. Maxwell, MX 902240 W. T. D. Jones, MX 857613 M. D. Bissenden, MX 857941 D. W. Chenev, MX 902289 I. R. M. Grier

To Acting Chief Mechanician
JX 594611 J. Barnard, JX 576126 T. N. Jackson, JX 142242 W. C. C. Kendrick, MX 845964 P. J. Morris

To Chief Shipwright Artificer
MX 912130 G. C. Weeks, MX 831549 R. G. R. Park

To Chief Joiner
MX 815717 W. Carvalho

To Acting Chief Ordnance Artificer
MX 888705 T. Collingwood, MX 802268 V. H. Fomic, MX 902268 M. J. Gosset

To Chief Petty Officer Engineering Mechanic
JX 878103 L. L. Langton, MX 551012 C. R. Jeville, MX 772172 R. W. F. Fries

To Acting Chief Electrical Artificer
MX 801754 J. A. S. Field

To Acting Chief Electrical Mechanician
MX 97233 C. W. Blundell

To Chief Radio Supervisor
JX 862383 J. Wall

To Chief Communication Yeoman
JX 292255 L. C. Puffard, JX 523005 G. A. Hunter, JX 865821 P. Dodsworth

To Sick Berth Chief Petty Officer
MX 874513 H. R. Sealey

To Chief Air Filter (AE)
J. D. Barnes

To Chief Almanac (AB)
J. TX 842209 N. L. Marsh

To Chief Wren-Writer (G)
J. TX 862211 P. B. Roche

Yarmouth. Undaunted. Dundas and Pellew and the submarine Otter, spent the week-end of March 15-17 at the French port of Brest after the end of the N.A.T.O. Naval Exercise Dawn Breeze.

The Ven. R. W. Richardson, Q.H.C., M.A., the new Chaplain of the Fleet, was collated as Archdeacon of the

In Memoriam

John Leslie Downing, Engine Room Artificer 1st Class, P/MX 857678, H.M.S. Medway. Died February 18, 1963.

Terence Hitchman, Leading Electrical Mechanic, P/M 927741, H.M.S. Victory. Died February 18, 1963.

Supply Sub-Lieut. John Hilton Robertson Davidson Paxton, R.N., H.M.S. Lochinvar. Died night of March 5/6.

Henry Highton Challinor, Chief Blacksmith, D/MX 102987, H.M.S. Sultan. Died March 6, 1963.

Royal Navy by the Archbishop of Canterbury in the private chapel of Lambeth Palace on Wednesday afternoon, March 20.

Archdeacon Richardson was appointed Chaplain to the Fleet in succession to the Ven. John Armstrong, who has since been consecrated as Bishop of Bermuda.

C.E.R.A. Reginald J. Croney and C.P.O. Cook (O) Jack Poulton, both of whom were awarded the British Empire Medal in the New Year Honours list, were presented with the medals on February 15 by Rear-Admiral I. W. T. Beloe, C.B., D.S.C., at H.M.S. Pembroke. C.E.R.A. Croney's citation stated that the award was "for outstanding zeal and devotion to duty whilst serving in H.M.S. Crossbow." C.P.O. Cook (O) Poulton's citation stated that the award was for outstanding zeal and devotion to duty in H.M.S. Pembroke.

The centre two pages of the revised illustrated catalogue of the Victory Museum, H.M. Dockyard, Portsmouth, show a photograph of the Panorama of the Battle of Trafalgar painted by the late W. L. Wyllie, R.A., and presented to the nation in memory of Admiral Nelson and the old Sailing Navy. The story of the famous battle is also included in the catalogue. A first-class production, with a coloured picture of Victory under sail on the outside cover, the 16 pages reveal a wealth of interesting exhibits and is a "must" if full value is to be obtained when visiting the Museum.

Ships whose names will live for ever

YOUNGSTERS interested in the sea and ships will be fascinated by a book recently published which records stories of ships whose names will live for ever.

In "Stories of Famous Ships," by Capt. Frank Knight (Oliver and Boyd Ltd., Edinburgh, 12s. 6d.) the author tells the stories of 25 ships which, although perhaps ordinary ships of their time, achieved everlasting fame.

Each ship comes alive for the reader as her tale is told, giving a vivid picture of the lives and times of the men who sailed in her.

Among the 25 ships mentioned in this volume, illustrated by Will Nickless, are the ship in which St. Paul was wrecked off Malta, the Revenge, the Mayflower, the Victory, the Titanic and the San Demetrio, the ship which made port during the last war with 10,000 tons of petrol after having been hit by a German raider and abandoned by her crew, who, the following day saw a burning ship which turned out to be their own. Despite a rough sea, the ship on fire with a lot of petrol around her, the survivors re-embarked, controlled the fire, repaired the engines and reached the Clyde under her own steam.

AYCHARBEE | THE POOL OF LONDON

THEN THE RAINS CAME

R.M. Commando's flood-water experiences in Brunei

If the following extracts from a letter written by an officer of 42 Commando Royal Marines, in Brunei, are anything to go by, maybe the British weather, despite the "freeze-up" and floods, has much to command it.

NOW we have seen everything. Yesterday morning at 5.00 a.m., after four days of continuous rain the water level rose and the floods started. By 10 a.m. the river had burst its banks and by midday the level had shot up to 5 ft. throughout the town. It has been the most fantastic experience. We are now well and truly in flood life. To get to work in the morning, I walk a bamboo bridge to breakfast, drag myself over on a pulley boat to the Operations Room and catch a local motor boat through the shops and over the Padang to the Orderly Room.

Mail and work have slowed down almost to a standstill. The Padang outside is full of boats; the kids are having a marvellous time whipping back and forth in little dug out canoes; there are out-boats and rafts and little staggering figures who occasionally set out with great determination across the Padang, like blind men with sticks to feel the way. Occasionally they disappear down a submarine monsoon drain. I provided a laugh yesterday. Setting out from the Orderly room with the Commanding Officer's despatch tray, I disappeared into a monsoon drain. The only thing left floating was the despatch box, which took some getting, but was completely dry.

LEECHES AND SNAKES

All sorts of unpleasant things have come to the surface. All the insects have climbed out, and the tops of all the bushes, that are just showing, are covered in thick layers of ants, beetles, stick insects, and spiders, including an occasional black widow. We spent a most unpleasant hour yesterday, up to our chests in water, clearing a Fighting Company store on the ground floor of submerged kit bags, heavy as a ton. Everytime we shifted one, more and more bull leeches came to the surface and squiggled towards one. There were three water snakes inside the room and we watched them like lynxes. One kept on expecting last year's great uncle to come to the surface.

Last night in the room we had two stray cats and a puppy. The usual pack of dogs which terrorises the village, were so busy performing that they didn't notice they were on a rapidly decreasing island. Then the most crafty ones realised what was on, and as the island got smaller the weaker ones were pushed off. Finally just two

were left, fighting like mad, and they were swept off and down the river, still fighting as they went. One wonders if certain human beings would react in the same way under the same extremities.

HELICOPTER RESCUE

On the main river, of which we are on one huge back-water, there is a lot of danger. Long boats with outboards going downstream seem to be travelling at about 35 knots, the huge Z Craft broke loose yesterday, and crashed along the far bank of the river, knocking down trees. It had half demolished two houses, before it was recaptured. One patrol of Gunners very nearly drowned at the start yesterday morning. They were in a Basha right on the edge of the river, and at 5 a.m. the water started to rise at a rate of a foot every 15 minutes. The current was then about 20 knots, knocking logs against the Basha, which remarkably held. They had two non-swimmers. The Wessex helicopters lifted them off the roof.

I've got so carried away describing this extraordinary state of affairs that I've rather held back the main point of this letter, which is to thank you for that ace, alpha plus food parcel.

It went down well, the members of the mess were all loud in praise of your excellent choice. I am saving some for a small celebration which we are having on the return of Rupert. This poor beggar has been stuck right down in the South next to a landing zone four days without food. Choppers have not been able to get him, and fixed wing have not been able to para-drop due to extremely low cloud.

It is very easy to condemn the "choppers" out of hand, but they are in that awkward stage when they risk flying a pilot into the side of a hill or leave the patrol there another day without food in the hope of better weather. They've got some Sarawak Rangers with them who probably know a thing or two about jungle food, but their wireless sets are almost out, and it must be very unpleasant. There is no sickness as yet, touch wood. This is when it is really frustrating to still have a desk job.

INTERESTING LIFE

However the novel situation makes life more interesting, although the last flood took two weeks to subside, and I fear the novelty will wear pretty thin. Going to the town, for instance, is incredibly complicated. As there is little work this afternoon, I am setting the lads working on the construction of a jetty out of empty petrol drums, table tops and telephone wire, to make coming along side easier.

Glad to hear of your success at the Regattas at the Royal Singapore Yacht Club, Changi, and the Naval Base—we could do with a class of Fireflies here! I had a ghastly pang of jealousy when receiving Tom's letter from Austria, and radio Singapore was playing Italian music; looked out at the chocolate coloured expanse of water and wished it was clean, clear snow.

Well, I must alert the duty gondola and get over for some lunch at the Aberdeen Sea Palace! LM.HM.

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TARPON EXPERIMENTS LED TO SECOND WORLD WAR MINES

In his last article, Neptune, who joined the Royal Navy as a young seaman in 1904, and who had been one of the first "Mates," described a rough passage to Gibraltar when he was in command of H.M.S. Tarpon, a destroyer of the Vernon Flotilla. The ship was in the Mediterranean to carry out trials with mines of a special design. H.M.S. Tarpon had sailed for Gibraltar on January 20, 1926.

THE ship's company of H.M.S. Tarpon was happy to be at Gibraltar, away from the dismal wintry weather which would have been experienced in Home Waters. The experimental mines that had been sent forward by freight, had been conveniently deposited on the jetty adjoining Tarpon's berth.

It had been decided to commence operations with the deep water experiments. The details of these experiments are explained rather fully, as the mines were of the pattern specially designed for use should another war occur. (They were used in the Second World War.)

The experiments were needed to prove the strength of the material used when subject to severe water pressure at great depths, and particularly the correct functioning of the mine sinker mechanism. The mine contained a recording instrument which would not only register the depth below the surface at which the mine was moored, but also, the direction and strength of the current experienced, which might be quite different to that experienced on the surface.

The depth of water required was 1,000 fathoms (6,000 ft.—a greater depth below the surface than the height of Gibraltar above it). The nearest position where this depth could be obtained was approximately 100 miles east of Gibraltar. By rounding Europa Point at 8 a.m., the area could be reached in four hours. By having everything in top gear (with no unfortunate delays) the mines could be laid and (after a necessary interval to test the moorings), they could be recovered, and Tarpon could return to Gibraltar and berth about 9 p.m.

SPECIAL SOUNDING MACHINE

A special sounding machine had been fitted to enable the great depth required to be obtained, and for this purpose, Tarpon had to be free from any movement, ahead or astern. As the type of sounding machine to be used was not one that seamen are likely to see, perhaps in the whole course of their career, a brief description is given. The lead was 24 in. in length having two projections at its upper end on which were hung circular weights to take the lead to the bottom. These weights were expendable. In the lower end was a valve, which trapped a sample of the seabed. The wire was led on to a friction drum, in much the same way as for the normal sounding machine and an indicator was geared to the drum to register the depth of water.

For heaving in, a small motor was part of the equipment, but on the grounds of economy, supply was refused.

Consequently, much time was lost in winding in by hand for it was no small job to heave in 6,000 ft. by hand on to a drum less than a foot in diameter. (Such was the parsimony of Admiralty.) To provide an incentive for this rather dull method, relay teams of two were lined up, and a packet of cigarettes given to each of the team who wound in 1,000 ft. in the shortest time.

METHOD OF DROPPING

The mines had been prepared whilst on passage and, as soon as the correct depth of water had been established, these were dropped at a reasonable

distance from each other. They had been designed for dropping from a surface vessel and, on striking the water, mine and sinker separated, the mine sinking to the seabed, with the mooring wire attached to the mine (which remained floating on the surface), unwinding from the drum inside the sinker. The depth below the surface at which the mine was to be moored was regulated by the plummet chain which, on reaching the seabed, immediately released a pawl, which engaged in a rack on the drum, thus stopping it from rotating. The sinker dropped to the bottom and so doing pulled the mine below the surface, mooring it at the set depth.

SAILORS IN THE MAKING By NEPTUNE

To indicate the position of the mine, a mark buoy was provided. The dropping of these buoys, which had the mooring wire shackled to the mine, had to be carefully timed. These mark buoys had to be of sufficient size to maintain their buoyancy when supporting a wire of such size and strength, and to take the weight of the mine and its sinker when being recovered.

It was a lengthy and rather complicated procedure. Even in the slightest breeze Tarpon sometimes drifted over the top of the mine, and the recovery wire, or the sinker mooring wire, fouled the bilge keels, whilst there was the ever present danger of fouling the propellers. If the recovery wires parted, the mine with the recorder containing valuable information, and the mine sinker, would have been lost beyond recovery.

It was a great relief when it was possible to shape course for Europa Point, ringing down the revolutions to the engine room for 25 knots. Finally, on reaching harbour after dark, it was a tricky job to manoeuvre between the ships of the Atlantic Fleet at swinging berths, which often fouled the approach to Tarpon's berth. All hands were happy to relax after a strenuous day knowing that the next day, at least, would be needed to sort out the jigsaw puzzle of mines, sinkers, buoys, and wires, whilst the recordings obtained could be analysed.

SUBMARINE MINES

The experiments, using mines designed to be dropped from submarines, were worked alternately with the surface vessel type. For this purpose, only depths of approximately 70 fathoms were required, and this depth was available near the centre of Gibraltar Bay. As the Bay was divided into two equal parts by an imaginary line, one half being under Spanish Sovereignty, special care was needed to avoid trespass.

After the correct depth of water had been obtained a mine was launched

over the stern in the usual way, but the subsequent action of mine and sinker was quite different to that previously explained. The mine and sinker remained locked together and sank to the seabed. The release of the mine from the sinker was activated by a soluble washer, and, when it had dissolved, an oil dashpot operated the release gear on the mooring wire drum. The mine, being buoyant, began to rise to the surface, and when reaching the set distance for mooring below sea level, the mooring wire drum contained in the sinker, was automatically stopped from revolving. But the problem for the experimental officer, was to know when the mine had taken up its moored depth.

This difficulty was overcome by an ingenious method, devised by the experimental officer. He had brought with him a large number of inflatable balls. (As seen at holiday resorts.) The theory was that, if the ball was secured to the mine, with a length of spun yard equal to the depth the mine was required below the surface, the ball would go to the bottom with the mine, and as it sank the water pressure would compress the air inside. Then, when the mine commenced to rise, so would the ball, and as the pressure was eased on its upward lift, the air would expand and when the mine was anchored by its



The deep sea sounding machine fitted in H.M.S. Tarpon ready for action

moorings, the ball would continue to rise until it broke surface, this indicating that the mine had taken up its position. To create a lively interest a sweepstake was organised to cover the time of its departure until it reappeared on the surface. The recovery of these mines produced a different problem, as the mark buoy was secured to the sinker, and therefore the sinker was brought to the davit first.

One of these mines was lost. As the sinker was brought to the davit head, the splice of the mark buoy drew, and down went the mine and sinker in 70 fathoms of water. This loss gave the 1st Minesweeping Flotilla, then at Gibraltar, an



Experimental mines for H.M.S. Tarpon at Gibraltar.

opportunity to do a realistic sweep, which they did, without success. This was a blow to their dignity.

When operating in Gibraltar Bay, it was possible to return to harbour at a reasonably early hour, but the approach to Tarpon's berth was still difficult. On one occasion, H.M.S. Conquest was swung in an awkward angle. I berthed successfully but I received a curt signal from the Captain of Conquest "Were you trying to clip my lower boom?"

The mining experiments covered a period of four months. They were, I believe, very successful, which knowledge was some reward and satisfaction for the strenuous work involved.

BACK TO PORTSMOUTH

Tarpon arrived back at Portsmouth after a very pleasant passage across the

DISMISSED FROM THE SERVICE

FOUND guilty on three charges of indecent behaviour, L/S. C. A. Clark, of H.M.S. Keppel, was dismissed from the Service and sentenced to two months' imprisonment by a court-martial at R.N. Barracks, Portsmouth, on March 25.

Another rating from H.M.S. Keppel, Jr. R.O. A. G. Seago, was found guilty on two charges jointly with Clark and was sentenced to 42 days' detention.

PORTSMOUTH MOVEMENTS

H.M.S. Puma arrived at Portsmouth on April 2 after a period in the Mediterranean.

H.M.S. Devonshire left Portsmouth on April 1 for the Mediterranean. She is expected to return to Portsmouth on June 4 after a working-up period.

R.M. Reserves exercise with Seaforths

A NUMBER of H.M. Ships and Auxiliaries took part in an exercise called "Gay Gordon" in the Invergordon, and Moray Firth areas between March 11 and 16. The exercise was designed to train personnel in the handling of convoys and the mine-sweeping operations associated with the arrival and departure of convoys.

In addition, the minesweepers taking part were exercised in sweeping the approaches to a beach for an assault. This permitted a party of 25 Royal Marine Commandos from the R.M.F.V.R. Scotland, under the command of Captain A. H. Ferguson, R.M.F.V.R. to land from H.M.S. Rampart.

The aim of the Commandos was to advance undetected to the Morangie Forest area where they put in an attack on a disused hut representing a local headquarters. This was defended by a section of men from "A" Company, 11 Seaforths, T.A., under the command of Major H. A. C. Mackenzie, M.C., T.D., J.P.

After the attack the Commandos had to withdraw to one of three "safe houses" where they would be looked after and, in a real affair, would send them off on an escape route out of the country. The men of "A" Company, of course, were out to prevent the "attackers" from reaching the coast.

On completion of the exercise the R.M.F.V.R. party and the Seaforths met in the Drill Hall at Invergordon for a recreational afternoon before the Marines, who came from Glasgow, Edinburgh and Dundee returned south.

Bay of Biscay early in May 1926 only to find that a General Strike was pending. This meant that Tarpon and other destroyers were kept at short notice for steam ready for any emergency. When the strike collapsed, Tarpon gave leave to the ship's company and reduced to special complement.

It was difficult to get back to the routine of testing paravanes, although experiments were always interesting, but the major problems were practically solved. After a few weeks of routine work, a signal was received, stating that Tarpon would be taken into dockyard control in readiness for the breaker's yard and that H.M.S. Skate, a similar destroyer was to have Tarpon's winches and other special fittings transferred and fitted, and Skate was to join the Vernon Flotilla.

It seemed such a pity that such a good staunch ship should come to such a tragic end. Although there was no difficulty in adopting Skate for Tarpon's duties, it was difficult to transfer one's affection. Skate was not



Clearing an experimental mine from under the stern of H.M.S. Tarpon.

so easy to handle as Tarpon when berthing alongside as she had in-turning screws.

About the middle of January 1927 I learned that my relief had been appointed and I was to become Commanding Officer of H.M.S. P.C.74 tender to H.M.S. Osprey the anti-submarine school, Portland. I had hoped to have been appointed to another Destroyer, but considering there were still many officers unemployed, I was extremely lucky to go from one appointment to another without a break.

I was able once more to take stock as it were. I had gained much more experience in seamanship, and helped, to a great extent, in carrying out very important trials and experiments which had been intensely interesting. In addition I had taken classes of officers and ratings to sea, whilst they were taught torpedo control, and actual firing and recovery of torpedoes. These were all "Sailors in the Making."

Now I was to return to an Asdic Flotilla, my previous knowledge and experience gained as First Lieutenant of H.M.S. Wessex, would certainly be of great help. I had heard that P.C. 74 was not exactly a lady to handle, but I was prepared to take her at face value, and proceeded to join her for better or worse on February 4, 1927.

(To be continued)

A naval occasion

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Cows in crater puzzled crews

H.M.S. Virago (Cdr. M. Magnus Osborn, R.N.) together with H.M.S. Venus (Cdr. R. A. Hoskyn, R.N.) recently made the first Royal Navy visit to Horta on the island of Fayal, in the Azores, for 11 years, spending February 17 and 18 there.

The Azores are a group of nine islands which lie between North America and Europe, 2,110 miles from New York, 760 miles from Lisbon and 1,265 miles from Southampton. Ponta Delgada on the island of San Miguel is the capital of the eastern group, and Angra do Heroismo and Horta are the capitals of the central and western groups. The archipelago was discovered by the Portuguese in 1432 and is famed for its gorgeous scenery and quaint old customs. The islands are places of contrast, hot springs and other volcanic phenomena on one hand, and the peacefulness of beautiful lakes, gardens and flowers on the other.

The Azores form a vital communications link between Europe and the Americas, as here in the Atlantic many cables are junctioned at the Cable and Wireless Company.

HOME SIDE WIN

The visit was soon under way with a game of soccer played by a combined squadron team against the local champions, the Fayal Sporting Club. Before the game started the captain of the squadron team was presented with a bouquet of white roses by a small girl in national costume. In addition to this show of friendship, 15 bottles of wine were produced for the players (for one moment it was thought that possibly the team were expected to play that other game—

with the long ball). The game was a spirited one, which was eventually won by the home side 7–3.

At the top of Fayal there is Caldeira, an extinct volcano crater. Visits for both ships were arranged, and transport was provided by the local military authority for a sightseeing tour of the island. Two cows were discovered grazing at the bottom of the crater. As the depth of the crater was 1,300 ft. and the only entrance from outside was by a small man-sized tunnel, there was much speculation as to whether they had fallen down from the lip of the crater or whether they had passed through the tunnel when small calves.

NO TAKERS FOR CROQUET

The ship's officers were entertained ashore at the Amor da Pátria Club, by the acting Portuguese Governor and the British Consul. An extremely kind lady, no doubt remembering the "gunboat" days invited the officers and men of the squadron to use her croquet lawn (during the daylight hours). It is felt that croquet amongst sailors has lost its popularity.

Both ships were open to visitors and a large proportion of the island's 18,000 inhabitants took advantage of "seeing the ships and meeting the men."

Britain's First Polaris Submarine



An artist's impression of a U.K. Polaris submarine. It is intended to order initially four or five of these 7,000-ton submarines. Each will carry 16 Polaris missiles, and it is planned that the first will be on patrol in 1968. Their hulls and reactors will be of British design. The missiles will be American, but with British warheads.

TWELVE HOURS IN SHARK-INFESTED WATERS

At midnight on February 19, four ratings were returning from patrol ashore in Brunei to H.M.S. Loch Fada when their boat capsized on a sandbank. A search by boats and by Gannet aircraft from H.M.S. Hermes had to be called off at 3 a.m., by which time three of the ratings had been found.

The search for the missing rating was continued at dawn by an R.A.F. Twin Pioneer, and shortly after two Whirlwind helicopters of 846 Naval Air Squadron (Lieut.-Cdr. D. Burke, R.N.) were scrambled to assist in the rescue. The initial search in the beach area proved fruitless, but the capsized boat was sighted in a position suggesting that the missing rating, O.S. Elkington, had been swept away from the shore.

At 12.30 p.m. on the third leg of a new area of search he was sighted by one of the Whirlwinds, alive and well, wearing his yellow life-jacket, and six miles to seaward of where the boat had capsized. The rating was winched into the helicopter and flown to Labuan Hospital. He had been in the water for over 12 hours and was extremely lucky to have escaped the attention of sharks and sea snakes.

On the same day two Whirlwinds of 846 Squadron made an emergency dash from Labuan to Sandar, 16 miles east of Brunei Town, where two naval ratings had been seriously injured in

an accidental gun discharge. The ratings were rushed to Brunei Airport, where they were taken by ambulance to the near-by hospital.

TRANSFUSION DURING FLIGHT

The helicopters were just about to return to Labuan when an emergency message was received from the hospital that the lives of the ratings would be in serious danger unless they could be transferred immediately to Kuala Belait, where there is an air-conditioned hospital. The helicopters took off immediately, landed near Brunei Hospital, where the ratings were re-embarked—but this time with hospital staff to administer blood transfusions during the flight. Meanwhile, the hospital at Kuala Belait had been alerted and an ambulance was made ready to meet the helicopters on arrival.

Both ratings, although seriously ill, are reported to be improving.

VERNON CHIEFS DINE THEIR CAPTAIN

A PLEASING air of good fellowship prevailed in the Chief Petty Officers' Mess of H.M.S. Vernon on Monday, April 1.

The occasion was a special one, for it was the end-of-term mess dinner at which the guest of honour was Capt. H. L. Lloyd, D.S.C., R.N., Commanding Officer of H.M.S. Vernon.

Capt. Lloyd is shortly to take over the command of H.M.S. Tiger.

After-dinner entertainment was provided in the form of a cabaret.

In reply to a question in the House of Commons, Mr. Heath, Lord Privy Seal, said: "There is no question of mixed manning for our own Polaris submarines."



H.M. Ships Virago (F.76) and Venus manoeuvring off Falmouth recently

NAVAL VETERAN DIES

MR. George H. Woolley, who joined the Royal Navy in 1898 and, while serving in H.M.S. Terrible as a stoker, was a member of a landing force which took part in the relief of Ladysmith, has died at Portsmouth aged 85.

Mr. Woolley was one of the first ratings to be advanced to chief mechanician.

He took part in the Boxer Risings and in the First World War fought at the Battle of Jutland.

A German firm has produced a plastic submarine, about 7 feet long which can dive to about 100 feet and stay submerged for three hours. More than 500 were sold at a recent water-sports exhibition.



The start of the wheelbarrow race, won by the couple on the right, Mr. and Mrs. Dauncey

Pancake Day races help Freedom from Hunger Campaign

WITH the assistance of the personnel of R.N. Air Station, Yeovil, the Pancake Day races at the village of West Camel, near Yeovil, were revived this year. Considerable interest was aroused and a collection for the Freedom From Hunger Campaign was made.

The races were arranged by the Rector of West Camel, the Rev. M. P. Ralph-Bowman, and the Master-at-Arms of the Air Station, W. Wilson. The station band played light music. Yeovil provided the pancakes and the station skiffle group played after the races in the village hall.

A feature of the adult's race, won by R. P. O. Robertson, entailed the drinking of a pint of beer half-way along the course.

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H.M.S. Cook (2,230 tons, full load), a modified frigate of the "Bay" Class

REEF AN EXTINCT VOLCANO WITH 25-MILE CRATER

H.M.S. Cook's surveys in Gilbert and Fiji Islands

H.M.S. COOK, the Navy's South Pacific surveying ship (Cdr. F. W. Hunt, M.R.E., R.N.), sailed from Singapore in October to continue her work of charting and oceanography. Calling at Manus, in the Admiralty Islands, for fuel, she tackled her first job shortly afterwards, the survey of the Lyra Reef.

The finding and charting of the Lyra Reef were an experience which will not be forgotten by Cook's ship's company for a long time. Its charted position was only approximate, and the first warning of its presence was a sudden shoaling from 2,000 fathoms to less than 50 in a matter of seconds.

A completely invisible danger, centre of storms and bad weather and the creator of unexpected and strong currents, the Lyra Reef is hundreds of miles from the nearest land and rises from the floor of the Pacific to depths of only a few feet. It became evident after a day or so that the reef was protected from prying echo-sounders and beacon anchors by a supernatural being, which played cat-and-mouse with the ship, deluging her in torrential rain out of a clear blue sky, wafting her miles off track at night and spinning her round in tidal eddies.

At night when it was too dangerous to stay on the reef, the ship steamed away for half the night and then back again to arrive at one of her floating beacons at daybreak. Having estab-

lished her position by beacon, the boats were lowered and sent away sounding over the shoaler parts.

EXTINCT VOLCANO

Slowly the shape of the reef became clear on the plotting sheet and it was then evident that the reef was nothing more or less than an extinct volcano with a crater 25 miles across. Acutely conscious of the haunted status of the reef, everyone was fully expecting an earth-shaking eruption just as the ship was closing it one morning, but the spooky guardian was placated at the last moment by seeing the ship drowned in a rainstorm even heavier than usual.

After a week the job was finished and, visiting Ocean Island for fuel, Cook made her way across to the Gilbert Islands, where she had about three weeks' work to do.

Three surveying camps were landed in the Gilbert Islands to carry out independent surveys while the ship continued her work elsewhere. The largest of these was at Nonouti

island where two surveying motor-boats and their crews were landed to carry out a survey of the entrance channel into the lagoon. The party lived ashore in Gilbertese houses for three weeks and the boats were moored near the edge of the coral in

sail for her home, Fiji. After a calm passage south through the Ellice Islands, Cook arrived at Suva for Christmas. Here the petty officers gave a children's party just before Christmas and on Christmas Day the Bishop of Polynesia conducted a carol service on board. Everyone relaxed for 10 days and the ship prepared for the big job of the commission, the survey of Bligh Water.

Bligh Water fills the gap between Fiji's two big islands and at the moment is quite uncharted. If Cook finds a way through, the ports on Viti

Levu's northern coast will be opened up and about a hundred miles will be cut off some passages to Suva.

After Christmas Cook steamed round to Bligh Water and started preparations for the survey. Two Decca camps were landed and set up with their 100-foot transmitting masts and prefabricated aluminium huts, and a tide-watching camp of three men was landed on Yandua Island. Reef marks were erected on coral reefs around the survey area and everything was got as near ready as possible before breaking off to New Zealand, where Cook was to represent the Royal Navy when the Queen visited Waitangi. Before the ship left, however, another small camp was landed to progress the triangulation on the edge of Bligh Water.

So down to Kiwi-land to Waitangi, and then on for a week-end in Auckland before getting back to the survey ground in Fiji and landing two more camps and two more surveying boats.

That is as far as the commission has got so far—it looks as though there will only be a skeleton crew left on board the ship when all the camps are landed. The second half of the commission will be spent in completing the Bligh Water survey, surveys in the New Hebrides and more surveys in the Gilbert Islands. The next two-yearly refit, early in 1964, will probably be in Auckland.



The "maneaba" on Butaritari Atoll. In this building the sailors from H.M.S. Cook were entertained and feasted by the Gilbertese

the lagoon. Work started early each day, with breakfast being cooked in the boats on their way to the sounding area, and ended about an hour before sunset.

FEASTING AND DANCING

Some evenings, when the boats returned, the Gilbertese were waiting to feast and entertain the crews in the "maneaba." After a few short speeches of welcome, the food would be laid out in vast proportions on a long banana leaf in front of the hungry guests. An hour or so of solid eating with coconut milk for refreshment, and then, some traditional native dances would be performed by the Gilbertese in their bright costumes. The next few hours would pass in singing and dancing by both sailors and natives until the time came to turn in before another early start in the morning. Whilst the Nonouti survey was being progressed, a small party on the island of Kuria was taking gravity and magnetic observations and fixing the position of the island by star sights.

Another small party, one boat's crew, was landed on Butaritari Atoll, the northernmost island of the Gilberts. They spent a week ashore here, fixing the atoll's position, and taking observations for the value of gravity and the earth's magnetic field. Like the Nonouti party, they were royally entertained by the happy, unsophisticated Gilbertese and had a wealth of presents showered upon them. These consisted of live chickens, eggs, bananas, breadfruit, taro root and coconuts. The chickens, to take an example, totalled 21!

A native built a cage out of coconut fronds so that they could be taken off to the ship when the boat had to return. This party, too, lived in a Gilbertese house on the edge of the lagoon and every evening the children of the islanders flocked to the house to sing their songs and be taught some English songs. It was no time before they had "One man went to mow" and the "Oggie song" weighted off, and their singing was so naturally beautiful and full of life that the sailors were never tired of hearing it.

Fiji FOR CHRISTMAS

Eventually the time came for the ship to pick up her camp parties and



A village on Butaritari, the northernmost island of the Gilberts. A small party from H.M.S. Cook spent a week there

sail for her home, Fiji. After a calm passage south through the Ellice Islands, Cook arrived at Suva for Christmas. Here the petty officers gave a children's party just before Christmas and on Christmas Day the Bishop of Polynesia conducted a carol service on board. Everyone relaxed for 10 days and the ship prepared for the big job of the commission, the survey of Bligh Water.

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It is not all feasting, singing and dancing in the Surveying Service. Lowering a beacon in the blazing tropical sun

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LION'S LONG TOW

(As reported briefly in the March issue of "Navy News," the cruiser H.M.S. Lion (Capt. J. E. M. McGeech, D.S.O., D.S.C., R.N.) took the Indonesian merchant ship Blewah in tow to Aden. The following report has now been received from our correspondent on board the cruiser.)

AT 2.35 p.m. local time on February 20, H.M.S. Lion was proceeding down the Red Sea towards Aden when she sighted the Indonesian Motor Vessel Blewah half-way across the sea. She asked Blewah what was wrong and Blewah replied that she had been floating for three days with engine failure, but she did not require assistance; and, with a cheerful "Engine burning. Good Voyage!" she bade us farewell.

Lion continued southwards, but at 6.34 p.m. Blewah was heard on the distress frequency asking for assistance. Lion, by now 40 miles away, closed her at 18 knots and on arrival at 8.30 p.m. sent over a boarding party of three officers and nine ratings led by Lieut.-Cdr. N. J. D. Walter, R.N. The engineers went below and tried to start the engines, but they found that Blewah's engineer, who spoke no English, had been at work stripping the diesel machinery and there was little prospect of getting it going again. The forecastle windlass did not work and so more Lion ratings were sent over to help take Blewah in tow.

DULL FARE.

The seamen in the boarding party now turned their attention to watch-keeping on the bridge and forecastle. They discovered from the one crew member who spoke a little English that Blewah was a new cargo vessel of 840 tons built in Yugoslavia and now being delivered to Djakarta for the Indonesian Government. The crew, all Indonesian, consisted of 12 men and one woman. Their food was entirely Indonesian and consisted mainly of rice. As the boarding party found this fare rather dull and its method of preparation somewhat rustic, a stretcher

loaded with stores and provisions (including, of course, the rum ration) was floated from Lion to Blewah each day.

The engine-room party continued to toil throughout the first night, but without success. The position brightened a little the following morning when Blewah's engineer produced some important-looking bits of engine from his pocket, but the new parts proved to be damaged and unusable.

Next day Lion continued southwards against a strong head-wind. The weather deteriorated gradually and, with a Force 7 wind, the towing shackle in Blewah parted at 5.30 the following morning. Lower deck was cleared in Lion and the tow soon passed again, but speed was now reduced to three knots; as Lion's navigating officer commented: "Our Expected Time of Arrival at Aden has been 'the day after tomorrow' for the last three days!" However, the tow proceeded uneventfully, though the crew of a passing Russian merchantman eyed, askance, the sight of an Indonesian cargo vessel in tow by an H.M. ship.

The tow finally reached Aden on February 24. It had lasted over three and a half days and covered 480 miles, possibly one of the longest salvage tows recorded by a ship of the Royal Navy in peace time.



H.M.S. Lion approaching Aden with the Indonesian Merchant Vessel Blewah in tow

H.M.S. Tiger completes a two-year commission 'BIG CATS' MEET IN INDIAN OCEAN

WHEN H.M.S. Tiger (Capt. P. W. W. Graham, D.S.O., R.N.) returned to Plymouth on March 19, on completion of her general service commission of two years, one year of which had been spent in the Far East, families joined the ship in the Sound and accompanied her up harbour.

The journey home started on February 5 amid a barrage of firecrackers from "Jenny's Side Party" at Hong Kong.

Between February 14 and 18, in company with H.M.S/M. Ambush (Lieut.-Cdr. E. Cleland, R.N.) and R.F.A. Fort Dunvegan (Capt. F. C. Holt), she visited Port Blair in South Adaman Island. The Adaman and Nicobar Islands, of which Port Blair is the capital, form a lush tropical archipelago of some 200 islands, stretching in a north-south direction in the Bay of Bengal. They are a Union Trust territory of India.

OLD FRIENDS MEET

The Tiger's visit coincided with an assembly of Indian Navy ships due to commence pre-Jet exercises in the following week with Ambush and Fort Dunvegan. The Indian ships included the cruiser Mysore (ex-Nigeria), wearing the flag of the Flag Officer, Commanding Indian Fleet (Rear-Admiral A. K. Chatterji) and five frigates. There was a very friendly exchange of hospitality between the Royal Naval and Indian Naval ships, many of whose officers were old friends who had been trained together in Royal Naval shore establishments in the United Kingdom. In addition, the citizens of Port Blair gave a garden party and the Andaman Island Club a dinner.

The climax of the entertainment offered by the people of Port Blair was a demonstration of Indian folk dancing, given in an open space in the centre of the town on the evening before the ships sailed. An invitation to attend was extended to officers and ships' companies, while the remainder of the audience, who must have numbered in the region of a thousand, were the local people themselves. It was an impressive display of colour, Indian music and energetic dances representative of the States of Punjab, Hyderabad, Mysore and Bengal, while the exclusively Indian atmosphere was enhanced by the saris in the audience.

A DAY'S BAG

The Indian Navy arranged plenty of sport, including a "hunting" expedition to a near-by uninhabited island. Twelve expectant guns set off at 3.30 one morning in the police launch and after a five-hour trek through nearly impenetrable jungle returned with five green pigeons, one giant Iguana-type lizard, and a very, very small deer-shot, needless to say, by a trigger-happy gunnery officer.

During the visit several parties of officers and ratings were able to see Port Blair's historic jail, built by the British for political prisoners at the time of the Mutiny. Designed for 700, the present inmates number a mere 50, including only one woman.

HONOURABLE DEFEAT

The next port of call was Madras, the fourth largest city in India and the principal commercial port for the South-East. Here, too, a friendly reception was extended both by Indians and by the small number of

snipe were bagged. Judging by the huge expenditure of cartridges, however, the figure for "percentage hits" cannot have been very high.

Tiger and Lion rendezvoused on March 1 at sea some 240 miles west of Ceylon. This was the first known meeting in the Indian Ocean between a Tiger and a Lion, although the Lion is the 17th ship of the name and Tiger the 16th. The purpose of the meeting was to transfer Tiger's Hong Kong Chinese laundry crew to Lion and the occasion also allowed an interchange of a number of officers and ratings for a period of about an hour. Amongst others to visit the Tiger was Junior Seaman Hickmott, who was able to make a brief call to see his elder brother, Communications Yeoman Hickmott.

During the commission the cruiser has visited 37 different ports and steamed 72,000 miles. The "music" of gunfire has been a frequent accompaniment—to the tune of 4,000 six-inch and 9,000 three-inch rounds, which, in even rounder figures, means that three-quarters of a million pounds of shot have been strewn around the seaheds of the world.

H.M.S. Tiger recommissioned on March 22 with a new ship's company under the command of Capt. H. L. Lloyd, D.S.C., R.N., who was until recently the Captain, H.M.S. Vernon.

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River Plate opponents dine together

MONG the guests at a dinner given at the Garrick Club on March 14 by Sir Eugen Millington-Drake, K.C.M.G., were Royal Naval officers and German officers who, just over 25 years ago, took part in the first naval battle of the Second World War. This was the Battle of the Plate in which the cruisers Achilles, Ajax and Exeter caused the German pocket battleship Graf Spee to seek shelter in neutral waters in the River Plate off Montevideo.

Among those present were Capt. E. D. G. Lewin, C.B., C.B.E., D.S.O., D.S.C., R.N. (H.M.S. Achilles), Capt. D.M.L. Neame, D.S.O., R.N. (H.M.S. Achilles), Capt. R. R. S. Pennefather (H.M.S. Ajax), Capt. Jürgen Wattenberg (German ship Graf Spee), Cdr. G. W. Fowler (H.M.S. Exeter), Cdr. R. D. East, R.N. (H.M.S. Exeter) and Cdr. Bradwell Turner, C.V.O., D.S.O., O.B.E., R.N. (H.M.S. Cossack) — the ship which rescued the 200 British Merchant Marine officers and men who were prisoners in the Graf Spee's supply ship Altmark.

The occasion was to announce the publication, in the autumn, of Sir Eugen's book "The Drama of Graf Spee and the Battle of the Plate: A Documentary Anthology 1914-1962," by Peter Davies Ltd.

Other guests were members of the publishing group, Mr. Nicholas Davies and Mr. William Holden, Dr. Jorge Barreiro (Minister-Counsellor, Uruguayan Embassy), Capt. Rolf Rugeberg (German Naval Attaché), Dr. Hans Scherer, M.V.O. (Press Counsellor, German Embassy), Mr. Joseph Robinson, C.B.E. (formerly H.M. Ambassador to Paraguay and Consul-General in Zurich), Rear-Admiral R. V. Brockman, C.S.I., C.I.E., C.B.E. (Ministry of Defence, representing Earl Mountbatten of Burma), Capt. R. S. D. Armour, O.B.E., R.N. (Historical Section, Admiralty), Cdr. J. Boxlock, D.S.C., R.N. (H.M.S. Cornwall, Battle of the Falklands, hon. secretary, Falklands Dinner), and contributors and collaborators with Sir Eugen and representatives of the Press, B.B.C. and Central Office of Information.

YEARS OF RESEARCH

The anthology, a superb production, has entailed years of research during which the compiler had many personal consultations with officers and ratings who took part in the action, both British and German, and as Sir Eugen Millington-Drake was British Minister at Montevideo at the time of the Graf Spee "emergency" his knowledge of the affair is unrivalled.

It is a fascinating book, ranging from Admiral Graf von Spee's Council of War after the Battle of Coronel, but before the Battle of the Falklands

(December, 1914), to the scuttling of the Graf Spee on December 17, 1939. Once started it will be difficult to put down and it will have a heartening effect for many years to come on all those interested in naval history.

LAST OLD-STYLE BATTLE

To those who took part in the action and to those officers and men who were prisoners in the Graf Spee (61) or in the Altmark (201) the book will recall a victory, the last of the battles in the old style, as Earl Mountbatten says in his foreword: "without aircraft carriers, submarines, destroyers or effective radar—and its successful outcome was due to the brilliant handling of the smaller British ships and the fighting skill of officers and men alike."

Profits from the sale of the book
(it is expected that it will be published at 52s. 6d.) will go to the King George's Fund for Sailors.

A SAVE-BEFORE-YOU-BUY PLAN

FOR customers who prefer to pay cash for durable goods rather than buy on the Instalment Credit Scheme, N.A.F.I. has introduced a "Pay-in-advance" Scheme in the United Kingdom.

Customers will now be able to make advance payments (minimum 10s. each payment and in multiples of 10s.) until they have accumulated enough to make a cash purchase. It also applies to people wishing to buy durable items costing less than the £5 for an I.C.S.

Advance payments of varying amounts may be paid at any time to suit customers. If the item being bought is subject to discount, this will be allowed when the final payment is made at the time of purchase.

A customer does not have to have a specific purchase in mind when making advance payments. It is possible to accrue a credit balance available to buy something at a later date.

H.M. Submarine Aurochs (Lieut.-Cdr. C. W. Swinley, R.N.), recommissioned at Portsmouth on March 27.



The U.S.S. Ethan Allen can carry 16 Polaris missiles, all of which can be fired within half an hour of receiving an order from the President

NEARLY NINETY PER CENT. OF POLARIS SUBMARINES' CREWS ARE PETTY OFFICERS

WITHIN five years 41 missile submarines costing about £2,050,000,000 will be on patrol across the oceans of the world as part of America's deterrent. Today, 10 are in commission and seven at this moment are actually on patrol. And by 1968 Britain's first Polaris missile submarine will also be in service, with another three or four following her to sea in quick succession.

To see what life is like in Polaris submarines I spent a day at sea at the end of February on board the 6,900-ton U.S.S. Ethan Allen. She is one of the latest to be completed and is equipped to fire 16 A-2-type missiles with a range of 1,800 miles. Her firepower is greater than all the bombs dropped by all sides in the last war.

Externally, she is an ugly ship (never "boat," even among submariners), with the upper section of the rudder and the after Sonar dome forming "islands" separate from the hull when she is fully surfaced.

Unlike the British missile submarine design her forward hydroplanes are on the sail and not on the hull forward. Over the missile tubes are 51-ton doors which open outwards for firing. This means that the tubes fill with water but compensation in order to maintain trim is automatic. In all, the Ethan Allen has fired seven missiles for test purposes.

"SHERWOOD FOREST"

Access below is similar to that in any other submarine but the after hatch ladder ends in "Sherwood Forest," as the missile tube space is known. The tubes are covered with asbestos sheeting, as the missile solid fuel must be kept at an even temperature. There are access doors to the tubes at three deck levels. Except right aft the ship has three decks throughout her length.

Along one side of the missile area are bunks, each with its own ventilator, reading light and laundry bag. Having a complement of 132, it has been found necessary to provide

NEWS OF OTHER NAVIES BY DESMOND WETTERN

bunks in the missile area and one or two in the forward torpedo stowage, as in the ship's design there was only provision for a complement of about 100.

In the British submarines there will be separate messes for Chiefs, Petty Officers and junior ratings. But in the American ships there is only separate messing for Chiefs, partly because, with accelerated advancement, it is possible to become a P.O. within two-and-a-half years of joining the Navy in the U.S. Submarine Service. Thus 89 per cent. of the Ethan Allen's company are P.O.s. One advantage this gives in the American ships is that there is space for a large dining-hall complete with formica-topped tables (some have chess and backgammon boards printed on them) and plastic flowers as well as ice-cream, milk-shake, Coca-cola and coffee machines. This dining-hall can also be used for film shows (there is a new film every night) and for church services. In addition, it means that nobody has to eat and sleep on the mess deck. Evidently, in the British submarines the Admiralty reckons that privacy for senior rates is likely to be preferred to communal messing and some added welfare facilities.

"FORE AND AFT PROBLEM"

The U.S. ships have a laundry and a sick bay. A doctor is carried to deal with all but the most serious illnesses or injuries. Only a life-or-death emergency will allow a submarine to come off patrol. The most common complaint facing the doctor is the "fore and aft problem," as overweight is known. Some men have put on as much as 50 lb. in a single patrol. For exercise there are rowing and cycling machines and some men have logged 700 miles "cycling" on a single patrol.

Smoking is permitted at all times, but the air-conditioning problem would be halved if smoking was banned. It is permitted simply as a morale booster. Water is unlimited and the normal distilling output is 8,000 gallons daily.

sermons are also available for Sundays.

Every officer and rating on board may receive up to three 15-word telegrams from his family during each patrol. But the contents of these telegrams are vetted either ashore or by the Captain to ensure that there is no detrimental effect on his morale. In the words of Capt. D. Bell, U.S.N., Senior Officer of the Polaris Squadron alongside the depot ship Hunley in Holy Loch, "this submarine is just a collection of brass and steel, what really matters are the people who make it work." Telegrams from ashore are used to check that the submarine's communications system is fully effective at all times.

PRESIDENTIAL ORDER

Only the President can give the order to fire the missiles and the signal is picked up by two radio operators. It is then passed to the Captain, but is verified by another officer. The Captain can only "unlock" half the firing system and a separate procedure must be carried out by another officer. In all the time from receipt of the firing signal to release of the 16th missile takes about 10 minutes.

As each submarine has two crews, known as "Blue" and "Gold," one crew is usually in the States at any given time. The entire ship's company is flown back from Prestwick within a day or two of completing a patrol. In America the crew on leave and courses looks after the welfare of the families of those on patrol even to repairing the TV and the plumbing.

News of the outside world is always welcome at sea and B.B.C., Radio Luxembourg and Radio Moscow programmes are the most popular. Several of the submarines run daily newspapers known as the "S.S.B.N." Officially this is the designation for "Submarine Ballistic Missile Nuclear," but in this case it stands for "Silent Service Breakfast News."

Education in both professional and academic subjects is also popular and Harvard University runs special courses. The number of commissions from the lower deck is higher in the Polaris submarines than in any other branch of the U.S. Navy.

Every member of the ship's company has some knowledge of the ship's nuclear engineering and is expected to take appropriate action no matter where he is standing in an emergency.

FAMILIAR ITEMS

Submariners more used to diesel batteries and torpedoes can take some comfort in knowing that each of the missile submarines has all three of these familiar items of equipment. Diesel and battery drive is available for use in an emergency and four torpedo tubes forward are for use against enemy hunter-killer submarines. There is stowage for 16 A/S or 12 conventional torpedoes. In the Ethan Allen the torpedo tube flooding valve handles were decorated with plastic covers from pub bottle dispensers. A constant Sonar watch is kept from the moment the submarine leaves port.

Apart from film shows the Ethan Allen also carries enough taped music for 20 hours playing on the S.R.E. 10s. U.S. radio stations provide recording facilities for the submarine's crew when on leave. Taped

How can I save?



Of course I try to. But my pay's not enough to save anything.

That's what I thought when I was your age until someone showed me the Progressive Savings Scheme. I only had to put aside £3 a month by Naval allotment but when I leave the Service next year I can collect £855.

Sounds too good to be true. Where's the catch? No catch. And if I had died at any time my



Which will you take?

I'm going for the pension. I'm all lined up for a job already, and with an extra pension to look forward to when I retire and the wife provided for if anything happened to me—well, it's the kind of security we all want.

How do you set about all this?

That's easy. Ask the Provident Life for details of the Progressive Savings Scheme.



wife would have received the whole £855 immediately. You see, it's a Savings Scheme and Life Insurance rolled into one.

Supposing you hadn't signed on for 22 years' service?

When I had done my nine years, as I had paid premiums for 7 years, I could have drawn £234 to help set me up in Civvy Street. Now, after 22 years' service, I shall have the option of taking the £855, or if I don't need the cash immediately, a pension of £172* a year when I retire from civilian work at 65.

*For members of the W.R.N.S. the Pension is £149 a year.

Send this coupon to 246 Bishopsgate, London, E.C.2

Please send me details of the Progressive Savings Scheme

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T.A.S. officers and ratings at the "graveside" of the figurehead of the T.A.S. Training Centre, Manoel Island, Malta

Not a drum was heard— ‘El Tas’ is no more CLOSURE OF T.A.S. TRAINING CENTRE

T.A.S. officers and instructors from ships and shore establishments in Malta gathered at Manoel Island on March 8 to attend the ceremonial closure of the T.A.S. Training Centre. In a simple "caps-on" ceremony the stone figurehead known as El Tas was buried in the ground adjacent to the Attack Teacher House, where it had stood over the last few years. A funeral oration was read by the officer-in-charge (Lieut.-Cdr. H. G. de Courcy-Ireland, R.N.) and to the final pings of the A.T.H. the participants retired to hold a wake, organised by the T.A.S. T.C.'s Instructor, C.P.O. J. Hague.

The Duke of Edinburgh's Royal Regiment, whose affiliation to H.M.S. Vernon and whose close association with the T.A.S. Branch in the United Kingdom has been maintained with members of the branch in Malta, was represented at the wake by Capt. C. Lea-Cox, and members of the 7th Destroyer Squadron appeared in funeral garb with buckets of appropriate libations to pour into the grave.

FUNERAL ORATION

"Brothers—"Vet Non Semper Viret"—spring does not last for ever—and on this solemn occasion we are gathered to mourn the fall of the

THOUSANDS OF "VISITORS"

"Like all of us, more inclined to listen than speak, El Tas has gazed dumbly over the waters of his fishpond, poised like an osprey, while the synthetic music of his domain has charmed the strangers who visited him. The first nine years of his existence are shrouded in mystery, but a complete record is available of his visitors during the last 10 years of his brief life, and from this declining graph we can perhaps follow and understand the demise of El Tas before his coming-of-age. Fourteen thousand two hundred and twenty-three persons, more or less, have benefited from his hospitality, which he freely extended to all—teams from the Royal and Commonwealth Navies, from N.A.T.O. and non-N.A.T.O., Wrens and R.A.F. he received them all. From the golden era of 1954 when 2,119 came to this shrine, to the black days of 1961 when only 877 did, we can easily conclude that such a record of return for hospitality should break even a heart of stone."

The star of Rosyth Dockyard is certainly in the ascendancy," commented Captain Whyte the day before his retirement. "There is considerable re-building going on. It is hoped that during the time of my successor the new Port Auxiliary Service offices and workshops will be constructed. Together with the new jetty which is being built now this will make a big improvement in the facilities for sea-going ships at Rosyth."

During his time at Rosyth Captain Whyte has seen some important developments. He has seen the production departments grouped together under the jurisdiction of a Dockyard General Manager and he classes this as a very important step in the streamlining and re-organisation in the Dockyard. In February 1962 he saw the recommissioning at Rosyth of the former Battle Class destroyer H.M.S. Corunna which underwent a two-million-pounds conversion at Rosyth and was the most complex engineering job tackled at the Dockyard.

Continued on page 16, col. 3

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THE ROYAL NAVAL ASSOCIATION

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Christening of five children at Welwyn. Shipmate R. J. Monk with son, Colin John, on his knee. Standing behind is Miss Ann Williams. Shipmate T. E. Hills and son, Trevor Howard, Shipmate W. J. Goddard and son, Stephen, Mrs. and Shipmate O. Williams, the Rev. H. G. Emmet, Linda Burnie and her father, Shipmate R. Burnie. (Photo.—By courtesy, "Daily Mirror").

FIVE CHILDREN CHRISTENED AT WELWYN GARDEN CITY

SUNDAY, February 24, will long be remembered by all those members of the Welwyn Garden City branch of the Royal Naval Association who were able to attend "Divisions," for on that day no less than five children were christened at a service conducted by the Reverend H. G. Emmet, the branch Chaplain.

The Hertford branch lent the ship's bell—acquired by that branch from the tug Respond, whose service in Malta must be remembered by many.

Full tradition was observed and the floodlit masthead carried the church emblem, house flag and a wreath of laurels until "lights out." Members of the Sea Cadets and Girls Nautical Corps and their officers from T.S. Amethyst acted as ushers. The parents of the children "launched" provided refreshments for all, and the concert that took place in the evening gave many opportunities to "wet the Babes' heads." The branch cine unit was active throughout the proceedings and will contribute a valuable item to the branch's newly formed film library.

EFFICIENCY CUP WON

As the branch entered its second year in its new headquarters, it was honoured by the award of the No. 6 Area Efficiency Cup. This was presented to Shipmate F. Sparkes, branch delegate who, incidentally, helped to found the branch in 1937, by Shipmate E. Knight, the Area Member of the National Council.

We will remember them

Shipmate Surg. Lieut.-Cdr. I.J. H. James—February 23, 1963. Chairman, Aberystwyth Branch.

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NEW HEADQUARTERS

The Barnsley Branch has moved into new headquarters. For 12 months the members had been awaiting the call to return to the local Drill Hall, but when the authorities in charge of the drill hall maintained that no one below petty officer could attend the Sergeants' Mess, other arrangements had to be made.

Fortunately, while looking for pastures new, Shipmate Lockyer, landlord of the Corner Pin, was recruited and he immediately offered the freedom of his hostelry. Since the branch moved to the Corner Pin in December last, eight new members have been enrolled, two being lady associate members, and now the branch has the nucleus of a ladies' section.

Activities have increased and many

Newcastle & Gateshead has new headquarters

THE Newcastle and Gateshead Branch of the Royal Naval Association recently appointed a sub-committee consisting of Shipmates Robinson, Moffatt, Blyth and McClellan, to look into the possibility of obtaining larger premises. After a long and exacting search, visiting the many places which had been reported to them, a recommendation was made that the branch should move to the Tyneside Scottish T.A. Centre, Gallowgate, Newcastle-upon-Tyne.

The full committee, and the members of the branch unanimously agreed to accept the sub-committee's recommendation and, as from March 29, the new premises will be "in commission."

hear about the meeting until the day before it was due to take place, the replies will be given at the next meeting.

The branch had the pleasure of welcoming Shipmate "Len" Turner, from Coventry, on February 15, and it is hoped that a Newcastle shipmate can visit Coventry in due course.

Members at Newcastle wonder how much support was forthcoming for Coventry's drive against increased subscriptions. Although Newcastle does not support this motion, the branch is intensely interested in branches which put forward suggestions. It is only by an exchange of views that the Royal Naval Association can be kept alive and active.

The spring dance of the Newcastle Branch is to be held in H.M.S. Calliope on May 17, tickets 5s. 6d. each. This function is usually well supported and the organisers are planning for a splendid evening.

The president of the branch, Shipmate Capt. G. Maund, D.S.O., R.N., is still issuing challenges for crib matches, but it is thought that he has met his match in Shipmate Broadbent. A crib tournament seems an obvious "must"—the "Skipper" would dearly love to put that trophy on his mantelpiece.

Death of Frank Wade

He grieved to learn of the death SHIPMATES everywhere will of the Chairman of the Royal Naval Association, Shipmate Frank G. Wade.

A member of the Durham Branch of the Association, and before that, a member of the Wingate Branch, Shipmate Wade gave years of solid endeavour to the Association. Respected by all, his genuineness was apparent to all those with whom he came in contact.

He had been National Council Elected Member for No. 11 Area since 1950. He was a member of the Finance Committee from 1951 to 1955, vice-chairman of the Association, 1955, and has been chairman since 1956. He has been a trustee since 1958.

The Newcastle delegates to the No. 11 area dinner gave a full report of the proceedings and the branch is pleased to say that the next but one venue of the area dinner is to be Newcastle, and so delegates to that venue will be able to "vet" the branch's new headquarters. It is believed that Newcastle came in for some criticism regarding certain items, but as the branch did not

BARNSLEY ONCE MORE IN THE NEWS

IT may come as a surprise to read that there is a branch of the Royal Naval Association in Barnsley. Of recent years there has been such apathy that there has been nothing to report. It is such a pity. The branch was founded and, with the numbers of naval and ex-naval men in the district, showed great promise, but at the annual general meeting in 1962 only three shipmates attended—one of whom was a new member.

This year 16 members turned up—a most refreshing change. The secretary reported on the year's "inactivities," although the branch had been properly represented on many occasions during the year. The branch had been kept going mainly by the committee.

No one can gainsay the aims of the Association and all men of good will who have served in the Royal Navy should belong to a branch of the Association. Human nature being what it is, members will not always agree with the views expressed by their elected representatives, but the redress is in the member's own hands. The aims and objects of the Association are so good that nothing is gained from ignoring one's own branch. Matters should not be left in the hands of the stalwarts whose aim, invariably, is the good of the Association. Dissident members should not just absent themselves, but should attend meetings and try, amicably, to work for the common good.

events are already in the calendar, and the secretary feels that the efforts of the "faithful few" will, at last, be rewarded, and a lively, flourishing branch will emerge.

After two years as chairman, Shipmate Ogley asked to be relieved of his duties and Shipmate Sheppard was elected in his stead. The treasurer, Shipmate Grainger, the vice-chairman, Shipmate Major and the secretary, Shipmate Miller were re-elected.

Portland victory

WITH two members of the Portland "A" team obtaining "possibles," the small-bore shooting team of the Portland Branch of the Royal Naval Association gained another victory over the Stevenage team.

Mr. S. Hoffman, of Letchworth, was the adjudicator, and his final markings were: Portland "A," 474; Stevenage "A," 440; Portland "B," 406; Stevenage "B," 325.

New branch in No. 7 Area

NO. 7 Area of the Royal Naval Association, Gloucestershire, Worcestershire, Herefordshire and South Wales, gained a new branch last month with the inauguration of the Penarth Branch.

The chairman of the new branch, Shipmate P. Cason opened the meeting and Shipmate R. E. Taylor, National Council member for No. 7 Area, carried out the inaugural ceremony, the vice-president of the branch, Shipmate V. L. Gibbs accepting the Royal Charter.

The first associate member, Alun Morgan of the Royal Air Force Association, was then enrolled, and the vice-president went on to enrol 13 new members, bringing the total of the ship's company to 21.

Guests at the meeting included Shipmates Russell and Fitzgerald, chairman and secretary of No. 7 Area, shipmates from Rhondda and Aberdare and wives and friends of the members of the new branch.

After the meeting tea was served, followed by a special evening, in which members of the Royal Air Force Association joined, whose premises were used on this occasion.

C.P.O. J. A. Mowat, H.M.S. Puma, was flown home by B.O.A.C. Comet from Buenos Aires. He had been taken ill when the ship was in South America.

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IDEAL FOR REUNIONS

Letter to the Editor

Won Lancers' tent-pegging contest in bell-bottoms

SIR.—Checking back on the November, 1962, issue of "Navy News," I noticed the photograph of Castle Craig at Ardrossan which had been taken over by Capt. H. F. Waight, O.B.E., R.N., as his headquarters, and named H.M.S. Fortitude.

As I knew the caretaker (ex-P.O. "Jock" Higgins) very well and had visited him there several times in '39 and '40 (while standing by Kenya at Glasgow), I thought that Capt. Waight may have mentioned him in his article, as "Jock" was one of the "characters" one always remembered, but he did not do so.

Anyway, here's a brief outline of his "case." He served in the Empress training ship in the Clyde, thence to the Merchant Navy and, with a few others, found himself in South Africa during the Boer War. He "jumped ship" and joined the "Rough Riders" for the rest of the war, ending up with the loss of one finger—shot off by one of his pals in a scrap.

After the war he went back to the Merchant Navy and then turned over to the Royal Navy, taking advantage of some scheme at that time.

RATED UP WITHOUT PASSING

"Jock" joined the submarine service as soon as possible and while in it got rated up to leading seaman and petty officer without passing. He caused a laugh at Aberdeen by entering a Lancers' gymkhana-tent-pegging contest (in bell bottoms) and winning. His runs ashore consisted in taking

his messmates for fun on horseback—to the consternation of the inhabitants.

He came to the Valorous for his surface ship period in 1920 and we soon found out that the H.E.T. General Knowledge papers were child's play to him, as he admitted that he had only to read practically anything and it would stick in his memory.

From then on until he took his pension (he was re-called from pension leave to make up six months' Army bad time), numerous H.E.T. candidates went to him before and after their tests and, if he said, "You've failed," you could be sure they had.

HISTORY—CORDITE REVOLVERS

We used to draw him out frequently in our mess by "All hands in the dish-up" and then settling down to half-an-hour's French, German, Irish, Scots or Welsh history. The Gunner's Mate would start talking about cordite and "Jock" would say "When I worked in Nobels we started with . . . and when the Gunner's Mate had to issue him with a revolver on loan (Jock had volunteered for a special party in the South of Ireland) and tried to show him how to use it one-handed, "Jock" just said, "In South Africa I used to do it like this" (right again).

Just one other thing about "Jock." Although he would never "take out a rabbit," he was nearly always tapped on the shoulder when going through the dockyard gates.

Truly he was another "Balfour" when it came to memory.

THE "ZUBIAN"

On another angle, I notice the new "Tribals" keep cropping up in the news and I wonder how many can remember the occasion during the First World War when the dockyard joined the bows of the Zulu to the stern of the Nubian, shifted the "N" around and called the new ship the Zubian? I was one of the working party which tried to get the Zulu's stern off the rocks in St. Margaret's Bay just after she was torpedoed. The Nubian got the same treatment shortly afterwards. —Yours, etc. E. RICHARDS, R.N. Lieutenant, (retd.), Chairman, St. Austell Branch, R.N. Association.

BURNLEY HAS TEMPORARY PREMISES

THE Burnley Branch of the Royal Naval Association is at present meeting in temporary headquarters at the Corporation Hotel, Burnley, the branch's old "base," the Crown Hotel, being a victim of the atrocious winter weather.

Since news of this branch last appeared in "Navy News," the president of the branch, Lieut.-Cdr. W. Eggar, R.N.R., has retired from his post as Area Commanding Officer of the Sea Cadet Corps, and a presentation was made to him to commemorate his long and loyal service.

Social events of the branch are being well supported. The Ladies' Section has done a good job with their coffee evenings and their efforts enabled the branch to provide a popular outing for the children and grandchildren of the shipmates. Instead of the usual Christmas party the children were taken to Manchester's Belle Vue Circus and to the Zoo, and Pleasure Gardens, followed, of course, by a bumper meal.

Royal Naval men on leave in the Burnley district, as well as shipmates from other branches, are offered a warm welcome should they care to visit the club on the first and third Thursdays of each month.

S.O.C.A. news

THE dedication of the new Standard of the London Branch of the Submariners' Old Comrades' Association will take place at Southwark Cathedral on Sunday, May 5, at 4.20 p.m.

Mr. W. Sadler, 18, Rainham Road, Chatham, Kent, the secretary of the Medway Towns S.O.C.A., is anxious to trace any surviving submariners

Continued in col. 3



H.M.S. Eskimo—now at Portsmouth

Navy wins I.S.B.A. Trophy

IT was a great night at the R.M. Depot, Deal on March 8 when the Royal Navy beat the Army by 6 hours to 5. This is the first occasion since the inception of the team championships in 1960 that the Royal Navy has beaten the Army and the first occasion since the commencement of the I.S.B.A. Championships in 1931 that the Royal Navy has won the I.S.B.A. Challenge Trophy outright.

A great factor in this noteworthy achievement was the fitness and team spirit shown by all members of the Royal Navy team brought about by the pre-match training sessions that have been arranged this season. Credit for the outstanding fitness of the team must go to the two Navy trainers C.P.O. G. Moody and P.O.R. Eden both Physical Trainers who have achieved a remarkable standard and have produced the best Navy team for many years.

RESULTS

Results of individual bouts were:—
Fly—A. B. C. Fuller (H.M.S. Excellent) lost to L. Col. R. Rae.
Bantam—M.E. M. Frampton (H.M.S. Daring) beat Tpr. S. Morely.
Feather—A. B. T. A. Stans (H.M.S. Shearwater) lost to Dr. A. Tomaszewski.
Light-Middle—G. Sturdy (R.M. Depot) beat Col. C. Somersby.
Light-Weefer—A. B. A. Byrne (H.M.S. Vernon) lost to Col. B. Blazier.
Weefer—J. Stirling—R.O.Z. A. Phibey (H.M.S. Excellent) beat Sgt. C. Ganigan.
Welter—2nd Striker—A. B. J. Beader (H.M.S. Canterbury) lost to Tpr. R. Kainey.
Light Middle—Cdr. A. Hamilton (R.N.A.S. Farnborough) beat Tpr. A. Fleming.
Middle—A. B. R. Vormawrah (H.M.S. Excellent) lost to Tpr. E. Lofthouse.
Light Heavy—A. B. R. Cole (H.M.S. Victory) beat Sgt. K. Treacy.
Heavy-weight—Cdr. R. Saunders (41 Cdr. R.M.) beat Col. B. Waters.

The full results of the I.S.B.A. Team Championships were—
Army beat R.A.F. by 9 bouts to 2.
R.N. beat Army by 6 bouts to 5.
R.N. beat R.A.F. by 6 bouts to 5.

As a consequence of the win over the Army, the R.N. became the holders of the Suther Cup, presented jointly by Brigadier C. A. J. Suther, O.B.E., and Captain C. C. Suther, R.N.

The I.S.B.A. Senior Individual Championships are being held this year in the R.N. Barracks, Portsmouth on April 3 and 4 and from the showing to date the R.N. should win four or five titles. The winners of this championship go forward to the A.B.A. quarter-finals being held at Wembley on April 26.

MEMORABLE OCCASION

Winning the team championship is indeed a memorable occasion, as it must be remembered that ever since the war the Navy has been up against the ready-made national service boxers of the other two services. It has been a struggle, but now the tide has turned and the Army and R.A.F. are now faced with the problem of having to produce boxers—we've always had this problem and this victory over the other two Services after years of perseverance is well deserved and a great fillip to Navy boxing.

Continued from col. 2

who served in the Baltic with the Russian Navy, 1914-18. Readers who know someone who did so serve and who does not belong to any S.O.C.A. should get in touch with Mr. Sadler. The Cheltenham Branch of the S.O.C.A. says that there is still space on the walls of its headquarters for more crests and photographs of submarines past and present. The secretary, E. Jones, 20 Barbridge Road, Hesters Way Estate, Cheltenham, will be pleased to hear from anyone who has interesting photographs or relics. Any expenses incurred will be gladly reimbursed by the branch.

Ceremonial Eskimo coat for Captain

NOW undergoing equipment trials before proceeding to Portland for the usual "working-up", is H.M.S. Eskimo, one of the Tribal class general purpose frigates.

Commanded by Cdr. J. N. Humphry-Baker, R.N., the appearance of the frigate has created considerable attention. Her fine lines, two funnels, and uncluttered silhouette give an effect of speed and punch and it is obvious that she will give a good account of herself in all conditions.

The standard of living accommodation is very high and all manned compartments are air-conditioned.

A senior chief petty officer on board remarked: "I have served in many ships, but this is the finest of the lot." Up to date in every respect the new Tribals will live up to the fame established by their predecessors.

H.M.S. Eskimo has formed a social and sporting contact with a firm producing, appropriately enough, frozen foods, and throughout the ship the connection between the name and the Arctic is apparent.

In the Captain's cabin is a magnificent Eskimo coat, presented by the Hudson Bay Company. The Captain says he will wear it on ceremonial occasions, such as entering and leaving harbour.

In the wardroom is a model of an Eskimo kayak, made by an Eskimo, and complete in every detail and, as a centre-piece for a dining table, is a model of an Eskimo in his winter garb, sculptured out of a solid piece of granite.

Compared with the last Eskimo, built in 1936-38, the present ship displaces about 300 more tons, is about five feet longer and has a beam about six feet wider. The present complement of about 250 is about 30 more than her predecessor.

QUICKLY UNDER WAY

The Tribals are designed for general duties formerly undertaken by destroyers and are fitted with COGAS (combined steam and gas turbine) machinery, enabling the gas turbine to be used as a booster at the higher powers and, what is more important, it can enable the ship to get under way at a few minutes' notice. A helicopter for anti-submarine reconnaissance is carried.

"Give that man a Watneys Brown!"



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Also near at hand: Cream Label Stout—smooth, dark and satisfying
Red Barrel Watneys Keg
—Britain's first and foremost keg bitter.



PORT SUDAN BECAME LESS IMPORTANT AFTER ALAMEIN

Store ship runs aground at three in morning

[In his previous articles Capt. Waight told of the build-up of the Naval Base at Ardrossan, of which he was the Naval Officer-in-Charge, and of the work entailed in turning Port Sudan into an operational base. Capt. Waight's search for a ship's bell led him to an Italian ammunition ship which had been scuttled in the harbour at Port Sudan when Italy entered the war.]

ON arrival at the sunken wreck a certain amount of anxiety existed, for below us, there were sufficient explosives to blow up a whole city. However, the water was very clear and the ship's bell was quickly located, and removed without difficulty. It had accumulated a coating of barnacles, but it cleaned up splendidly, and had a deep, clear note when struck. It was a fitting memento to mount in the new base, as the scuttling of the ship must have been the first maritime casualty that Italy had suffered after the declaration of war in 1940.

While the base buildings were still being constructed, information was received that Port Sudan was to be visited by the Duke of Gloucester. This news caused a bit of a flutter, as all units were to be inspected by the Duke, and that there was to be a march past of all the Armed Forces including the Sudanese minewatching detachments. Time was short and as I was the only officer with experience of such a ceremony, the task of preparing the minewatchers to conform with the various movements was undertaken by me. It was, to me, a most interesting experiment, which ended satisfactorily, and it was with a feeling of pride that I watched the contingent march past as I stood on the saluting platform with the Duke, and other senior officers.

ALAMEIN AND BEYOND

Meanwhile, the preparation for the Battle of Alamein had been completed, and it is now a matter of history how the battle opened on the

SOME TEMPORARY NAVAL BASES AND PORT PARTIES 1939-1945

by
Capt. H. F. Waight, O.B.E.
R.N. (ret'd.)

the first stage of the Eighth Army's successful advance into the Western Desert, which was to take them to Tripoli and beyond. Unknown to me at that time, I was destined to follow in the wake of the Eighth Army through the Western Desert, and to Sicily, yes, and even to Normandy.

Although General Alexander paid a visit to Port Sudan to inspect the military set-up and, presumably, to give me a look-over, I had no idea I was to be part of the advance. Even

night of October 23, 1942, with a bombardment of the enemy positions with a thousand guns. So commenced



a remark he passed when we were launching with the Resident Commissioner did not sink in, when he said, "I expect to see you again later on." This prophecy came true, as we met again in Tripoli in 1943.

CONVOYS TO MALTA

During the period when the situation was so uncertain at Alexandria it was decided to load ships at Port Sudan for sailing in convoys to Malta. This activity kept the port very busy and filled the vacuum which had been created by the withdrawal of H.M. ships. Furthermore, the work inspired all those whose duty it was to assist with the loading and sailing of the convoys, because it was known that the population and defence forces of Malta were in dire need of the food and stores. We all felt that we were doing something really worth while. It was with intense pleasure and satisfaction that we learned that the two convoys of ships loaded at Port Sudan had safely reached Malta.

NEW BASE OPENED

Early in November, 1942, the new

H.M.S. Sudan, 1942. The new base is open for inspection

naval base was ready for occupation. It had a large area to form a parade ground, whilst around its perimeter, offices and storeroom, W/T offices and cipher room had been built, and overlooking the harbour, was a first-class signal bridge. There were a large canteen, reading and rest rooms, and a dining-hall. The messrooms had been erected on an adjoining piece of ground.

All compartments were generously fitted with electric overhead fans.

The canteen had been built in stages, and the different sections divided by folding doors, thus making it possible to use all the floor area for seating accommodation, or for dancing. This splendid base had been constructed under the guidance of the Officer of Works, Khartoum. It had cost the British taxpayer very little. Every building had been constructed from the wood of the massive aircraft packing cases, shipped with planes from America and readily available at the Port Sudan airfield. The labour, being Arab, was quite inexpensive. In contrast, an Officers' Mess and offices, were being built for the R.A.F. in stone, a slower and much more expensive proposition.

The opening and naming of the base, H.M.S. Sudan, were made an imposing naval occasion. The Resident Commissioner, and principal resi-

He was quickly directed to the position of Empire Pintail and found her to be hard aground on the reef. The only hope of floating her off was by lightening her, as there is virtually no rise or fall of tide in the Red Sea.

On return of the Harbour Master with his report, hasty preparations were made to commence salvage operations. H.M.S. Empire Pintail was 50 miles from Port Sudan. Two large lighters were towed out to her, with a large party of Arabs to commence the discharge of cargo.

It had been the intention to accommodate the Arabs on board Empire Pintail, but they refused point blank to start work until a camp was set up for them on the large, dry area of the reef. Here was an unexpected problem not only for tents, etc., for accommodation, but cooking, washing, and sanitary arrangements, whilst special arrangements for food and water were necessary, to conform to the Arab way of life. At least a day was lost before salvage operations could be commenced.

It was a slow operation towing lighters to and from Port Sudan, and the time taken to discharge the lighters inshore. However, the arrangements made to meet the Arabs' requirements were to their satisfaction, and they worked around the clock willingly. Nevertheless, many days passed before Empire Pintail could be floated off the reef. The bow, below the waterline, had been cut back 60 feet, almost



The Sudanese guard from the Minewatching Detachment, H.M.S. Sudan, 1942. The captain's office is behind the detachment and the signal bridge is to the left

dents, the commanding officers of H.M. and Merchant Navy ships, and senior officers from the Army and R.A.F. attended. The opening ceremony was performed by Mrs. Robertson, the wife of the Base Commander, brother of the stage and film star, Anna Neagle.

This was indeed, a very pleasant episode which increased the prestige of the Royal Navy locally beyond measure. It also improved the morale of the base personnel considerably. Now, at last, they could live and attempt to sleep in more airy rooms, and able to write letters home in reasonable comfort. Nothing could be done, however, to relieve them of the great discomfort from prickly heat, which robbed them of their sleep, and sapped their energy. Frequent sandstorms deposited hot sand in every nook and corner, chairs were too hot to sit upon, and water from the cold-water tap ran hot, and conditions were still very unpleasant, but the run of events helped to keep our minds from dwelling at any length on personal discomfort.

EMERGENCY SIGNAL

It seemed possible that we were about to begin an uneventful existence, when an unfortunate incident occurred. I was awakened at 3 a.m. to read an emergency signal from the Commanding Officer, H.M.S. Empire Pintail, due to arrive at Port Sudan with stores at 8 a.m. The signal read: "Am on a reef, please send tug." The Harbour Master was at sea, with the tug, inspecting navigational buoys and lights.

to the foremost bulkhead. She was successfully towed stern first into harbour, and safely berthed, but now another snag occurred.

TACT AND GOOD WILL

The damage had been assessed by an independent surveyor, but the local dockyard manager disagreed with his report and refused to carry out the necessary repairs. This led to a serious deadlock. Thus a very delicate situation had arisen, which could not be allowed to continue, and would need the exercise of tact and good will, to settle the dispute. I convened a conference at which all the port authorities, the dockyard manager, and the Commanding Officer of H.M.S. Empire Pintail attended. I appealed to them, as gentlemen and Britishers, to swallow their so-called dignity, as there was no need to be affronted because an independent surveyor had assessed the damage. The primary need was to execute temporary repairs to enable H.M.S. Empire Pintail to proceed to a port where permanent repairs could be carried out. I tactfully reminded them that by their action they were impeding the war effort, just when the maximum output was needed from us all, and that ships were a vital necessity. My appeal proved to be successful, and the work on H.M.S. Empire Pintail commenced in earnest.

A Court of Inquiry was convened at Port Sudan, to investigate the cause

(Continued on page 15, column 1)

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H.M.S. Empire Pintail which ran on a reef 50 miles from Port Sudan. The bow was cut back about 60 feet by the impact.

Naval Port Parties

(Continued from page 14, col. 5)

of grounding. It came to light, that a certain "light buoy" should have been sighted, but it was not seen by the officer of the watch, due either to the light being out, or an error in the reckoning of the ship's position, but no action had been taken by the officer of the watch to inform the Captain. Course was altered at the time the light should have been sighted, to reach a position at 3 a.m., when the course was to be altered again, to bring the ship on a direct course for the entrance to Port Sudan. The Captain was on the bridge, when the latter alteration of course took place, but he was unaware that the light buoy had not been sighted, and he made no enquiries. It was a moonlight night, with occasional clouds obscuring the moon, and the ship was making 17 knots. Suddenly to their amazement breakers appeared ahead. The engines were put to "Full Astern," but too late; the Empire Pintail crashed on the reef.

The advance of the Eighth Army in the Western Desert continued, Mersa Matruh, Tobruk, Derna, and even Benghazi, had been captured. Sirte was occupied on Christmas Day.

A NEW APPOINTMENT

As the year 1943 dawned, I felt most despondent, for the activities of the port, were decreasing rapidly, and I was becoming really bored. At midnight on January 2, however, as I was trying to sleep, with a fan playing on my body, the duty officer brought me an urgent signal from C.-in-C., Levant, which read "You are to turn over the command of H.M.S. Sudan to Commander Robertson, and proceed by air forthwith to Alexandria, and report to

me for special service." This seemed too good to be true; I was delivered from acute boredom, and thanked God that once more I would be able to serve my country usefully.

(To be continued)

Commandos travel home overland

STARTING out from Singapore on February 14, a small party from No. 40 Commando, Royal Marines, which set out for an overland trip from Singapore to the United Kingdom reached Delhi on March 26.

The leader of the party is Lieut. G. Thurlow, R.M., of Bath, and he has Lieut. T. Downs, of Andover, as his mechanical adviser and Marine G. Parsons, of Portsmouth, as Quartermaster. All were in the operations in Brunei. The route they have chosen took them through Malaya, Thailand, Pakistan and India, and in front of them lie Nepal, Afghanistan, Iran, Turkey, and thence through Europe—a total distance of about 14,000 miles.

The party is travelling in two private Land Rovers, distinctive in their light-blue colouring. The trip has been sponsored by the Royal Marines and a number of civilian firms have given both financial and material help. The team is not taking a large quantity of foodstuffs, but will feed themselves from local resources and sample native dishes of the countries through which they are travelling.

The long journey will take about three months, during which the party will meet a variety of temperatures ranging from the steaming heat of tropical jungles to the snows of the lower reaches of the Himalayas.



H.M.S. Cavendish leaving Grand Harbour, Malta, on her way to "East of Suez."

What a line!

CAVENDISH AT SINGAPORE

THE ship's company of H.M.S. Cavendish will return home in due course with stories of the fish that got away, for angling has become the major recreation for those on board. As many as 30 fish are caught each day and the N.A.A.F.I. canteen has already sold out of fishing rods, lines and spare hooks.

Successful fishing competitions have been run, P.O. Hugh Barber winning the first two competitions with catches of 14 lb. 12 ozs. and 15 lb. 4 ozs., but in the third week A.B. Michael Lovegrove set up a new ship's record when he landed a 27-pounder. So far the ship's underwater spear fishermen have not had the same luck.

NEPTUNE KEPT BUSY

H.M.S. Cavendish sailed from Portsmouth on January 28 for the foreign leg of her general service commission. The ship quickly left the ice of Portsmouth Harbour and, after brief visits to Gibraltar and Malta, arrived on station for service East of Suez. When the ship "Crossed the Line" in the Indian Ocean it was the first crossing for as many as 70 per cent. of the ship's company. It is not surprising that "King Neptune and his Court" were exhausted by the end of the ceremony.

An unusual feature in the destroyer (2,600 tons displacement, full load) is the many nationalities on board. The ship has Maltese cooks and stewards; the ship's laundry is run by Chinese, who appear to have little difficulty in running the sophisticated machinery of H.M.S. Cavendish's fully modernised laundry, and, finally, the ship carries a midshipman under training from the Sudanese Navy, who proved his worth as an interpreter during the ship's passage of the Suez Canal.

Cavendish, part of the 25th Escort Squadron was at Singapore on March 20.

BRAVE BORDERER MAKES A CATCH

THE fast patrol boat Brave Borderer, which was brought up to the northeast of Scotland to combat illegal fishing had her first catch on March 7. The Brave Borderer intercepted a Wick seine net vessel, the Enterprise, for illegal fishing east of Clyth Ness Light, off Wick. The fishery protection boat seized the ship's fishing gear and escorted her to Wick harbour. It was understood that the skipper would be charged and appear at Wick Sheriff Court.

H.M.S. RHYL FOR THE MED.

H.M.S. Rhyl will sail for the Mediterranean leg of a General Service Commission next month.

The frigate commissioned at Portsmouth on February 21 under the command of Capt. A. M. Power, R.N., and after working-up at Portland will become leader of the 23rd Escort Squadron.

At the commissioning service, conducted by the Rev. Selwyn Fry, Chaplain of the R.N. Barracks, Portsmouth, many relatives and friends of the ship's company were present.

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The Commander-in-Chief, Portsmouth, Admiral Sir Wilfrid Woods, visited the Royal Marine Barracks, Eastney, on March 14.

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Serving naval personnel should make application through their Commanding Officer.

BUSY YEAR AHEAD FOR NAVY CYCLING

WITH the reduction of numbers of cyclists in the Army and R.A.F. following the discharge of the last National Service man the task of organising the Services' cycling programme for 1963 has been undertaken by the Royal Navy and events have been arranged at all distances and for all types of racing.

The first event on the programme is the R.N. Championship 25-mile Time Trial which is being held in the West Country, for the first time, on May 12. The course is the very fast one using the main road from Exeter to Barnstaple and it is thought that the R.N. record which has stood since 1954 will be beaten.

A fortnight later two events are being contested during the track championships at Alexandra Park, Portsmouth. The other two Services are also running their own events at this meeting, so it will be possible to have a close look at the opposition prior to the Inter-Services match in June. On the Sunday morning the R.N. championship 10-mile time trial takes place at Wickham.

OPEN EVENTS

In addition to the purely Service events, the R.N.C.A. is promoting a large programme of open events in the Portsmouth area—a team time trial has already been held to open the season and the 13th annual tandem time trial is due in July together with the first tricycle promotion. In addition, seven circuit events are being run at H.M.S. Ariel, Lee-on-Solent, one a month at 50 miles plus a ten-mile race for schoolboys at most meetings.

The Royal Navy is taking its full share of the "official" side of the sport by providing members for the various committees which run the sport at district level and, in addition, S.C.P.O. (S) Clarke and C.P.O. Writer Carter, both of H.M.S. Ariel, have qualified as Chief Commissaires in the examinations of the British Cycling Federation. Other members have been appointed assistants and machine examiners.

SHIP REPRESENTATIVES

The Association is now represented in most ships and establishments which organise rides and events whenever possible. The ship-borne rider is particularly fortunate in being able to visit out-of-the-way places all over the world.

In the U.K., Portsmouth and Plymouth are the centres for Naval cycling and anyone interested should contact the local secretaries for full details of events and facilities in those areas. Portsmouth Secretary is P.O. Wtr. A. J. Beddow, c/o Tenders Pay Office, R.N. Barracks, and in Plymouth the man in charge is S.B.P.O. (M) J. A. Fowler, c/o Royal Naval Hospital.

Racing Secretary of the Association, to whom all entries for the R.N. Championships should be sent, is C.P.O. Wtr. R. Carter, C.P.O.s' Mess, H.M.S. Ariel, Lee-on-Solent.

Navy runner first home

THE Inter-Services Cross-Country Championships were held at H.M.S. Dryad on March 8 and, although the Royal Navy finished third in the team championships, it is pleasant to be able to state that the individual championship was won by L.R.E.M. D. McFadzean, of H.M.S. Ariel, in the near record time for the course of 30 min. 29.2 sec. The Army won the team championship.

It was a well-run tactical race which can be deduced from the finishing times of the first three home—30 min. 29.2 sec., 30 min. 32.8 sec. (Cpl. Tech. W. B. Jeffs, R.A.F.) and 30 min. 37 sec. (L.Cpl. T. Toole, Army).

From records available this is the first occasion that a Navy runner has gained a win in the Inter-Services Championships since they were introduced in 1922.

All who realise the effort and years of constant perseverance to achieve McFadzean's standard of running will congratulate him on his splendid win and wish him further success in cross-country running.

LACK OF CONTINUITY

There are various factors which very much favour the Army and Royal Air Force, but now that the first individual winner has been produced, serious thought should be given to how the Navy team's prospects can be improved. The big problem is the lack of training continuity over a period of years. The Army and R.A.F. can pursue long-term training and coaching whereas the Navy runners may be fortunate to have two seasons in the United Kingdom and then a break in continuity through sea time and foreign service. There is no immediate solution to this problem, but perhaps the Navy should concentrate more in the Commands in providing regular good-class competition.

The Royal Navy was represented by L.R.E.M. D. McFadzean, H.M.S. Ariel, L.Sid. H. Weatherill, H.M.S. Victory, E.A. P. Faz, H.M.S. Heron, S.Lt. R. F. Cobbold, R.N.R., L.E.M. J. Whitworth, H.M.S. Ariel, A.B. B. Brown, H.M.S. Ark Royal, R.F.A. D. York, H.M.S. Heron, and Mrs. C. K. Bagshaw, G.Cdr. R.M.

Admiral Sir Vaughan Morgan was 72 on March 20.

Families of those on board H.M.S. Trafalgar greeted the ship from on board a tug at Spithead when the destroyer returned home after a year in the Mediterranean.

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Air wants all three cups

THIS year's Fleet Air Arm field-gunner's crew has been in training at Lee-on-Solent for the past two months under the experienced eye of C.A.F. (O) "Tony" Proctor, of Winchester, who is enjoying his seventh year in "field-gunning," four of them as a trainer. C. A. "Bungy" Williams, of Swanage, training for the fifth time, is Proctor's "Number 2," and old supporters of the F.A.A.F.G.C. will know that they can rely on these two to produce results.

The track at H.M.S. Ariel has recently been re-surfaced and even the heaviest showers have failed to fault the drainage. Because of this, the crews are able to get on to the track right away after a shower.

Once again the F.A.A. crew is being sponsored by the Borough of Gosport, and the Mayor, Alderman J. Fairhall visited the crew officially on February 12. After the Royal Tournament it is hoped to march all three field-gunner trophies through the streets of Gosport to the Town Hall. (Devonport and Portsmouth teams say, "What a hope!").

The F.A.A.F.G.C. will hold public runs at H.M.S. Ariel on April 18 at 6.30 p.m. and on May 8, 16, 24 and 30 and June 4 at 7 p.m. It is hoped that many will attend the displays which are free and last approximately half an hour. Entry is via Argus Gate, which will be open 30 minutes before and after each display.

NEW CAPTAIN OF ROSYTH YARD

(Continued from page II, column 1)

Corunna is now giving excellent service in the Mediterranean as an air direction picket vessel.

IN SCHARNHORST ACTION

Captain Whyte was awarded the C.B.E. in the New Year Honours List. He came to Rosyth with a distinguished Service record. Joining the Navy in 1924 he was promoted to Commander in 1947 and to Captain in 1953. From 1943-45 Captain Whyte was in command of H.M.S. Virago and during this period he was Mentioned in Despatches for great gallantry and skill in an action in which the German battleship Scharnhorst was sunk.

He gained the D.S.C. in 1945 for gallantry, skill and devotion to duty while serving in H.M.S. Virago, on the East Indies Station, in an operation which brought about the destruction of a Japanese cruiser of the Nachi class and the probable destruction of a Japanese destroyer.

More than 2,000 officers and ratings marched past Admiral Sir Wilfrid Woods, G.C.B., D.S.O. and Bar, when he took the salute at H.M.S. Collingwood on March 22.

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N.N. (BLOCK LETTERS PLEASE)

Urchin sets up a new record for 'Round Grenada' race

WHEN H.M.S. Urchin visited Grenada, in the Windward Isles last year, the Captain (a Gunnery Officer, of course), sent the Royal Marine officers under training "Round the Island" in an attempt to beat the record, which stood at 24 hours. Readers of "Navy News" may remember the aim was achieved by 2/Lieut. Brand, with a time of 17½ hours for the 54-mile course.

This feat so caught the imagination of the Grenadians that the Administrator, His Honour J. M. Lloyd, presented a trophy for annual competition in the Island, and the first race was held in June, a few months after Urchin's visit. With 100 starters this was quite an affair, and attracted much local interest. When the winner, a local waterfront worker, returned a time of 12 hours, 37 minutes, it was expected that this would stand for some time.

RECORD BROKEN

Urchin returned to Grenada again this February and the 1963 race was arranged to coincide with her visit. Thirty-four competitors started, 12 of whom were from Urchin, including seven Royal Marine officers under training. At eight-thirty in the cool of the evening of February 16 they set off at a walking pace. It was soon obvious that the record was in danger as P.O. George P. Motrall went to the front. Through the night they ran and walked while a support party in a Police truck kept them plied with drinks and encouraged them to keep on, despite their aching limbs and blistered feet. The field spread out, but Urchin's team kept going.

Came the dawn and P.O. Motrall, still in front, trotted into St. George's in the incredible time of 9 hours 9 minutes. He was followed by Instr. Lieut. John Onyett in 10 hours 54 minutes, and 2/Lieut. Pack, R.M., in 11 hours 07 minutes. 2/Lieuts. Julian Wheatley and Knowler all beat the old record of 12 hours 37 minutes. Urchin

DEFENCE TESTED

The fixture against Suffolk was played at H.M.S. Ganges on March 9. Suffolk produced a full county side which gave the Navy defence a thorough testing. Result—Navy 3 goals, Suffolk 2.

The fixture against the Southern Counties on March 13 saw the Navy immediately on the defensive, and before the side had time to settle, the Counties were well in the lead. Gradually the Navy settled into its stride and produced the standard for which it has become noted this season. Result—Navy 5 goals, Counties 3.

The annual fixture against Hampshire on March 17 saw a display from the Navy almost as bad as that against the Civil Service and it was an indifferent game with little satisfaction to either side. Score—Navy 0, Hampshire 2.

STRONG OPPONENTIAL

In the last match before the inter-Service fixture against the Army, the Navy met, possibly, the strongest opposition so far. The side travelled to Hampton Wick Royal on March 24 to meet the Old Kingstonians, a star-studded XI containing past and present internationals. The Navy played a sterling game, particularly in the last half-hour. Goals came from John Binks, Mark Blake, Simon Cook and David Wilson, the Navy winning by 3 goals to 2.

(Continued in column 5)

Oh buoy!

There's nothing like a GUINNESS

